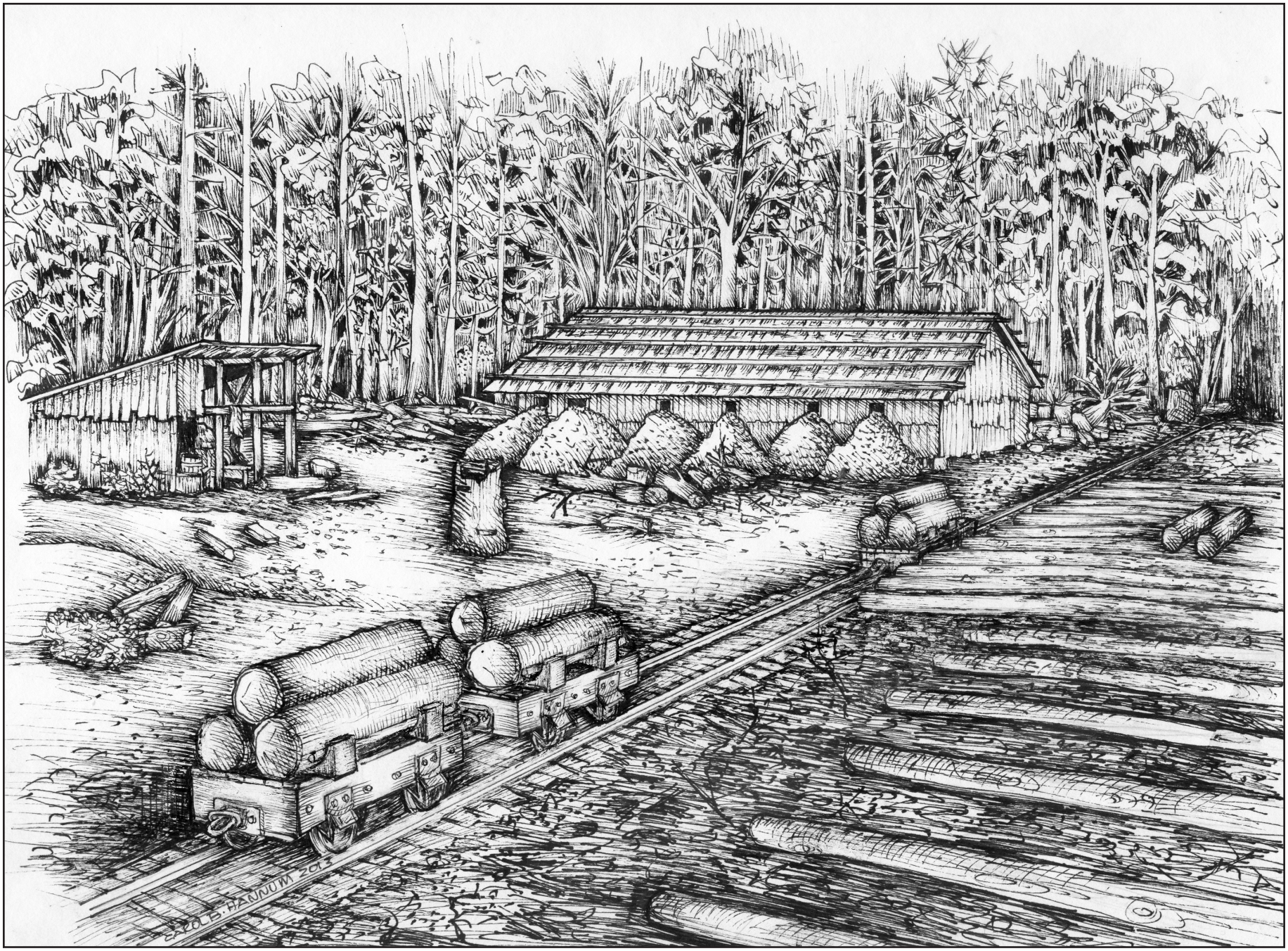
Cut and Run!

Railroad Logging in Clare County, Michigan - 2nd Edition

by James S. Hannum, M. D. Illustrated by Carol B. Hannum



Bailey's Camp and Log Transfer Station in 1878

Cut and Run!

Railroad Logging in Clare County, Michigan

Second Edition

by James S. Hannum, M. D.

Illustrated by Carol B. Hannum

Copyright © 2024 by James S. Hannum, M. D.

All rights reserved. No portion of this publication may be reproduced or transmitted in any form without the express written permission of James S. Hannum, M. D.

Hannum, James S., M. D.

Cut and Run!
Railroad Logging in Clare County, Michigan-Second Edition

Library of Congress Control Number: 2013916487

ISBN 978-0-9899447-0-0

Published by Hannum House Publications

Illustrated by Carol Bateman Hannum

Printed in the United States of America by Gorham Printing

Cover Photograph Courtesy of the Bentley Historical Library
Engine # 3 of the Lake George & Muskegon River Railroad, the *J. V. Watson*
built by Porter, Bell & Company

Illustration in Front End Papers
Lake George & Muskegon River Railroad Camp at Bailey's
in 1878 with Log Transfer Station from Skid Road to Railroad

Illustration in Back End Papers
Lake George & Muskegon River Railroad Engine, the *Wm. Stafford*
Crossing Crib Work Near Lilly Lake

Also by the Author:

Michigan Bridget: Discovering the Truth Behind the Legend

The Ann Arbor Railroad in 1967 (Video)

The Earl and Arrell Families from Ireland to North America

South Puget Sound Railroad Mania

The Ann Arbor Railroad - Abandoned Early Lines

Delusions of Grandeur - The Olympia & Tenino Railroad

Gone But Not Forgotten - Abandoned Railroads
of Thurston County, Washington

In the Pines-An Atlas of Michigan Logging Railroads

Atlas of South Puget Sound Logging Railroads

Contents

Preface i

Introduction ii

Chapters:

1 The Flint & Pere Marquette Railroad in Clare County 1

2 Initial Success and Later Demise of the Lake George & Muskegon River Railroad 15

3 The Long Lake & Muskegon River Railroad 48

4 The Ann Arbor Railroad in Clare County

Part I Planning 52

Part II Playing Poker with the Harrison & Muskegon River Railroad 54

Part III Selection of the Lake George & Muskegon River Railroad Route 56

5 Various Other Clare County Logging Railroads 71

Appendices:

A Chronology of Events 75

B Additional Maps 83

C Nineteenth Century Photographs of Meredith, Michigan 86

D Various Images 88

E Remaining Questions 90

Bibliography 91

Indices:

People 92

Places 92

Railroads and Other Organizations 94

Preface

Railroad logging in Clare County began in the mid 1870s with construction of the Lake George & Muskegon River Railroad. That mode of timber harvesting reached a peak prior to 1887, the year when the predecessor of the Ann Arbor Railroad was built through the county. A majority of the valuable timber available locally had been removed by the 1890s, and the practice of logging by rail declined steadily thereafter. None of these facts were known to me before a long-standing interest in Ann Arbor Railroad history brought my attention to Clare County.

In the summer of 1967, I worked as a brakeman on the Ann Arbor, passing through Clare County several times in the cab of a GP35 locomotive. Years later, while gathering material for The Ann Arbor Railroad, Abandoned Early Lines, a passage from Henry E. Riggs' The Ann Arbor Railroad Fifty Years Ago captured my attention. Riggs' book discussed the Clare County right-of-way of the railroad in 1890, when he became Chief Engineer. *"Farwell to Muskegon River, part of the line had excessive grades but very good alignment, but for several miles an old abandoned logging road was used with excessive grades and curvature. From Lake George to the Muskegon River a new line was located and built in 1894."*

The logging line Riggs mentioned was the Lake George & Muskegon River Railroad. Winfield Scott Gerrish was primarily responsible for the conception, building, and operation of that historically significant railway. While gathering information about the Gerrish logging operation, it was clear that the construction history of the Ann Arbor Railroad was intertwined with several other Clare County lines, in addition to the one operated by Gerrish. Lumber companies of the late nineteenth century generally practiced the type of logging known as "cut and run." A logger would buy up timberland and harvest it rapidly. In Clare County, the cut-over property was frequently unsuitable for agriculture, and so it was abandoned. Subsequently, the land often reverted to the state, which resold it at a low price to pay taxes that were in arrears. Although this form of logging was eventually discarded, being unsustainable, it was the manner in which most of Clare County was harvested.

As I began to learn more about the logging history of Clare County, the focus of this book shifted. No longer was it concentrated solely on the Ann Arbor Railroad. Eventually, the relationship among all the early railways in Clare County was studied and included. Since most of these were logging lines, emphasis became concentrated in that area, with the Lake George & Muskegon River Railroad receiving the most extensive treatment.

Preface to the Second Edition

Subsequent to 2014, high resolution LiDAR ground-imaging technology became available for most Michigan Counties. The maps and text contained in the Second Edition have been revised with the aid of that tool, which is available from the US Geological Survey.

In particular, the route of the Lake George & Muskegon River Railroad, visible on page 15, has been thoroughly reviewed and its mainline and branches redrawn. The rights-of-way for most of the other railroads in Clare County have been reexamined, verified, or redrawn.

July 2024

Introduction

I found several resources helpful in preparation of this book. Aids, Gifts, Grants and Donations to Railroads Including Outline of Development and Succession in Titles to Railroads in Michigan is a comprehensive work useful for determining the provenance of the lines that still existed in 1919, when the book was published. It has some limitations. In the material I examined, there was only one typographical error (a critical one, which is explained on page 20 in Chapter 2). The scope of the publication was hampered by disappearance of records that invariably occurs over time, as smaller railroads are absorbed by larger ones. For example, there was no record of either the Saginaw & Clare County Railroad, or its parent line, the Flint & Pere Marquette Railroad, between November of 1883 (when the Meredith Branch began operating) and December of 1887. During that interval, likely by about 1885, the Houghton Lake Branch (sometimes called the East Branch) of the Saginaw & Clare County Railroad was placed in service. Regrettably, the book provides no information about that branch line.

Maps and aerial photographs were useful in cross-referencing material obtained from previously published sources. Unfortunately, maps are often inaccurate. Especially in the 19th century, map makers tended to include features, like railroads, that were merely planned but not yet built. Many of these lines were never actually constructed. On the other hand, railroads often continued to appear on maps for years after they had been removed. The 1954 Clare County map, distributed by the Michigan Department of Conservation, was used as the background for most of the maps prepared for this book. Appendix A presents several other interesting historical maps that include Clare County.

Aerial photographs can be an excellent resource. Obviously, those images are only available from the era after aviation and adequate camera technologies were developed. Pictures from the air first became possible in the 1920s, and the earliest Clare County series available to me was photographed in 1938. Unfortunately, those pictures were made in late June and early July, with full leaf cover by deciduous trees. This limited the view of surface features. Ironically, the set of aerial photos from the 1990s, accessible online at msrmaps.com, must have been done at a time when leaves were not present. Often, old grades are visible in the newer series, and cannot be seen in the photos from 1938.

Recorded deeds were useful. If a logging company operated a railroad, then any timberland owned by the company was likely to have contained track. Right-of-way deeds were especially beneficial in specifying the location of grades. But many of the deeds, from the era of intense railroad logging, were never recorded. After a property had been harvested, the resulting stump land was essentially worthless. In many cases, these parcels returned to government ownership when taxes became delinquent.

The yearly series of annual reports by the Commissioner of Railroads of the State of Michigan revealed much information about the Toledo, Ann Arbor & North Michigan Railway (a predecessor of the Ann Arbor Railroad). Some of the reports also covered the Lake George & Muskegon River Railroad, a logging line which had been incorporated and classified as a common carrier. As a common carrier, the line was required to file periodic reports with the Railroad Commission. None of the other logging railroads in Clare County chose to incorporate. Thus, there is proportionately less information available concerning their operations.

Regarding the images in this book, the illustrations within the front and back end papers were created by my wife, Carol Bateman Hannum. Both are artistic conceptions of a particular area, but should not be considered to be an exact representation. The photograph that is part of

the front cover contains an unexpected finding. Careful inspection of the lower half of the large tree trunk, in the right foreground, reveals a man wearing a dark suit, white shirt, and sun glasses. The staff at the Bentley Historical Library inspected the negative from which this picture was produced, and found that it also contained the man in the tree.

Living in Washington State, I was only able to spend about three days in Clare County while doing on-site research for this publication. I was unable to examine, in person, most of the grades shown in this book. That fact should be kept in mind, especially when considering the maps presented here.

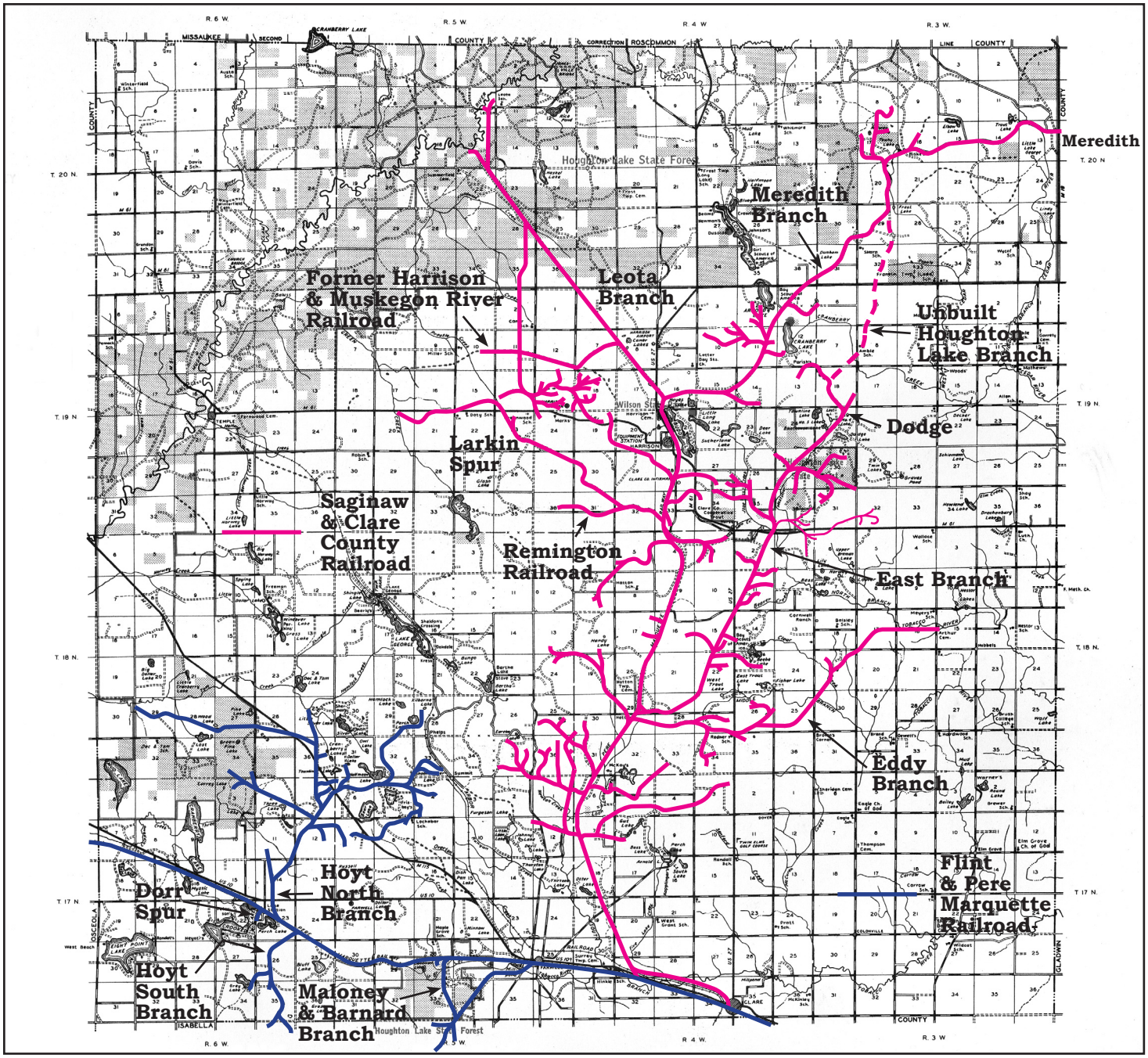
Frequently mentioned railroads have been abbreviated:

AAR ..... Ann Arbor Railroad
F & PM ..... Flint & Pere Marquette Railroad
H & MR ..... Harrison & Muskegon River Railroad
HL & BC ..... Houghton Lake & Barker City Railroad
LG & MR ..... Lake George & Muskegon River Railroad
LL & MR ..... Long Lake & Muskegon River Railroad
S & CC ..... Saginaw & Clare County Railroad
TAA & C ..... Toledo, Ann Arbor & Cadillac Railway
TAA & NM .. Toledo, Ann Arbor & North Michigan Railway

Several people provided valuable assistance in the preparation of this book. Special thanks to: Henry Burger (information about the Ann Arbor Railroad), Andy Coulson (Clare County Historical Society), Lowell, Marvin, and Terry Howard (photographs), Graydon “Don” Meints (data from his several books about Michigan railroads), Jon H. Ringelberg (Clare County Historical Society), Gail and Al Vanderbrink (mapping of abandoned Clare County railroads), and Bob VandeVusse (Pere Marquette Historical Society). Also, staff members of the Bentley Historical Library and the Archives of Michigan were vital in unearthing relevant material.

James S. Hannum, M. D.

Man in Tree from Front Cover



Major Grades of the Flint & Pere Marquette Railroad in Clare County

1

The Flint & Pere Marquette Railroad in Clare County

The Flint & Pere Marquette Railroad (F & PM) was the first steam railway to operate in Clare County. When it was constructed, forest products were the primary commodity carried. A few years later, in January of 1877, the Lake George & Muskegon River Railroad (LG & MR) went into operation. Although a link between the two lines at Harrison was contemplated (see Figure 2-6 on page 22), there is no conclusive evidence that such a connection was ever established.

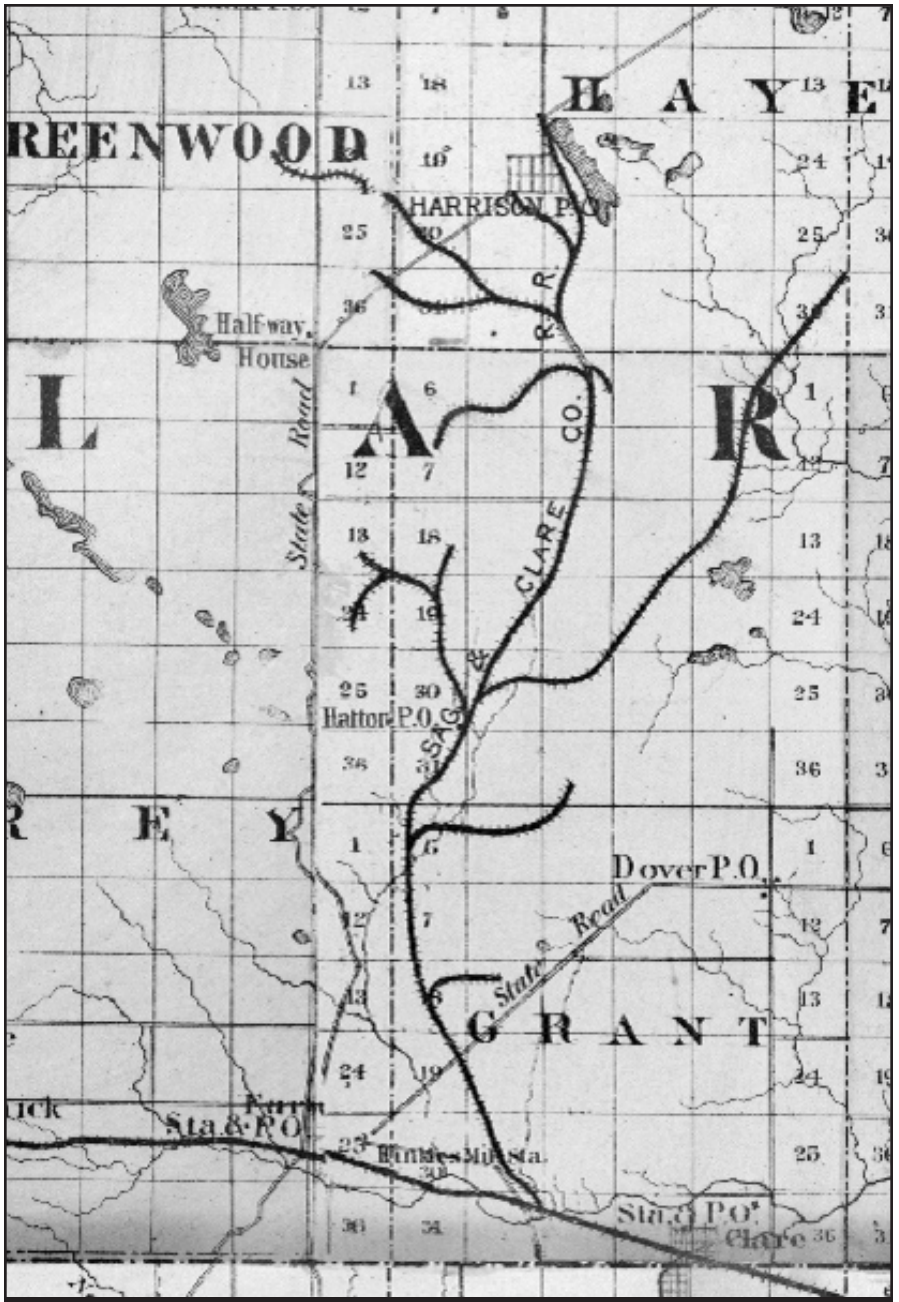
Construction of the F & PM began in the southeastern part of Michigan and progressed as far west as Clare in early November of 1870. Just a few days later, trains were running into Farwell, and service to Lake Station started on 29 December. Loggers were already well established in this region before the F & PM arrived. They were accustomed to using streams and rivers to move logs to market. But much timber in Clare County was too distant from either the Muskegon or the Tobacco Rivers to be logged economically in that fashion.

Almost immediately, after the new railroad arrived, sawmills began popping up along its right-of-way. But the technology used to get timber to these mills hadn't changed much for many years and remained unsophisticated. Loggers relied upon animals (usually oxen) to pull loads along tram or skid roads, or dammed streams to raise the water level high enough to float logs downstream. For several years, after 1870, these methods remained the primary method of logging the parts of Clare County that were situated far from any sizable river.

The F & PM constructed a four mile branch line in 1874. It left the mainline at Hinkle's Mill, between Clare and Farwell, and went north. Initially, it was meant to function in a manner similar to the mainline, a common-carrier of passengers and all types of commodities. Only later, after the LG & MR achieved success as a purely logging line, would the role of this branch line change. Around 1877 a decision was made to extend that F & PM branch. At first, Lake George was selected as the destination for the extension. Articles of Association for the extended branch were filed on 4 September under the name of the Saginaw & Clare County Railroad (S & CC). Before long, Lake George was replaced as the proposed terminal. In 1878, nine miles of new track (some of which must have been logging spurs) were added. The S & CC reached the vicinity of Hatton in 1879. That year, Harrison, on Budd Lake, was chosen as the destination, and the line became known locally as the "Budd Lake Branch" of the F & PM. Regular train service to Harrison commenced on 30 September 1880. Further expansion led to the opening of the Meredith Branch, between Harrison and Meredith, on 22 November 1883. Five years later, on 2 November 1888, the S & CC was formally absorbed into the F & PM system.

The S & CC, itself, developed a number of side branches. By 1884, it had essentially become a logging railroad, following the example of the LG & MR. Figure 1-1 is a map of Clare County from the 1884 Tackabury's Atlas of the State of Michigan. Although the LG & MR does not appear on this map, it was still in operation, connecting with a branch of the S & CC at a place east of Bertha Lake.

The 1884 Report of the Flint & Pere Marquette Railroad Company Embracing Traffic Reports of the Road for the Year 1884 provides useful insight into the progress of construction of the S & CC. In its entirety, that line was also known as the Harrison Branch of the F & PM. The Harrison Branch totaled 29.91 miles of track.



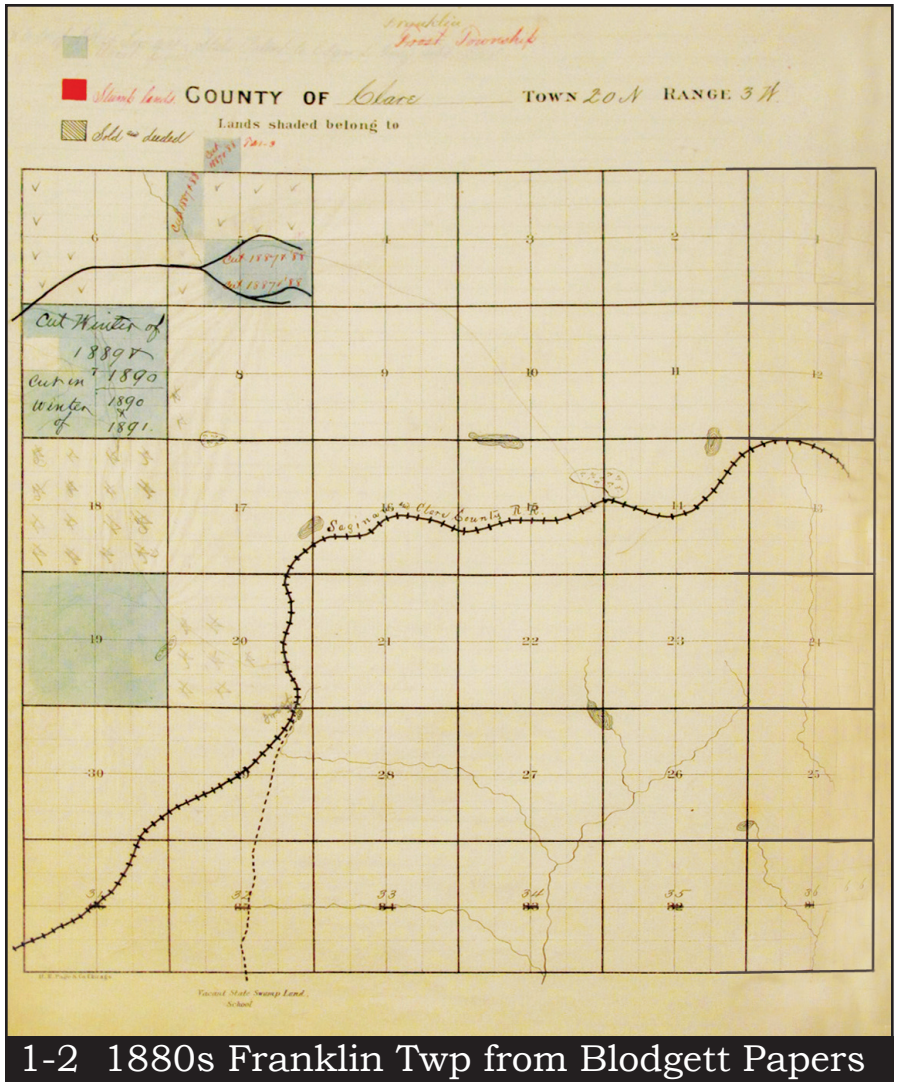
1-1 1884 Clare County from Tackabury's Atlas

Included in that total was the Meredith Branch. The Harrison Division also included a subdivision designated as the East Branch. The East Branch separated from the mainline to Harrison at a place called Hatton. The 1884 report, describing new construction, stated: "*On main stem of the 'East Branch,' Saginaw & Clare County Railroad, grading and track-laying for log traffic was extended across sections 24 and 25, in town 19 north, range 4 west, and sections 18 and 19, in town 19 north, range 3 west, a distance of 2.31 miles. A spur* [was] *thrown out in section 18 of 0.55 miles. A large share of the work was done by customers to get at their timber and the line was well constructed and in the right position to utilize for a permanent extension of the 'East Branch' whenever the wants of the company make this necessary.*"

"*For Holland & Company, 0.125 miles of spur track was laid on section 13, in town 19 north, range 4 west.*"

It is important to realize that the 29.91 miles of railroad reported in 1884 represented only the fixed, rather long-term right-of-way of the S & CC. On the other hand, logging spurs and branches were constantly being removed and added. The length of the Harrison Branch remained at 29.91 miles in the 1885 and 1886 reports. It increased by 2.44 miles, to 32.35 miles, in the 1887 report. But that growth represented merely a revision of the line near Clare. When the Toledo, Ann Arbor & Cadillac Railway (TAA & C) was constructed, an interlocking with the S & CC was avoided by moving the origin of the S & CC eastward, to Clare. The resulting new S & CC track ran along the north side of the TAA & C right-of-way, and accounted for the increase in length. See Figure 4-7 D on page 63.

In the 1892 F & PM report, the length of the S & CC remained at 32.35 miles. However, for no apparent reason, the designation of that track became the "Meredith Branch" in 1891 and 1892. The 1892 report also illustrated the fleeting nature of logging spurs: "*During the year 1892 forty-two and three-tenths miles of woods track were taken up. This rail was all relaid. Of*



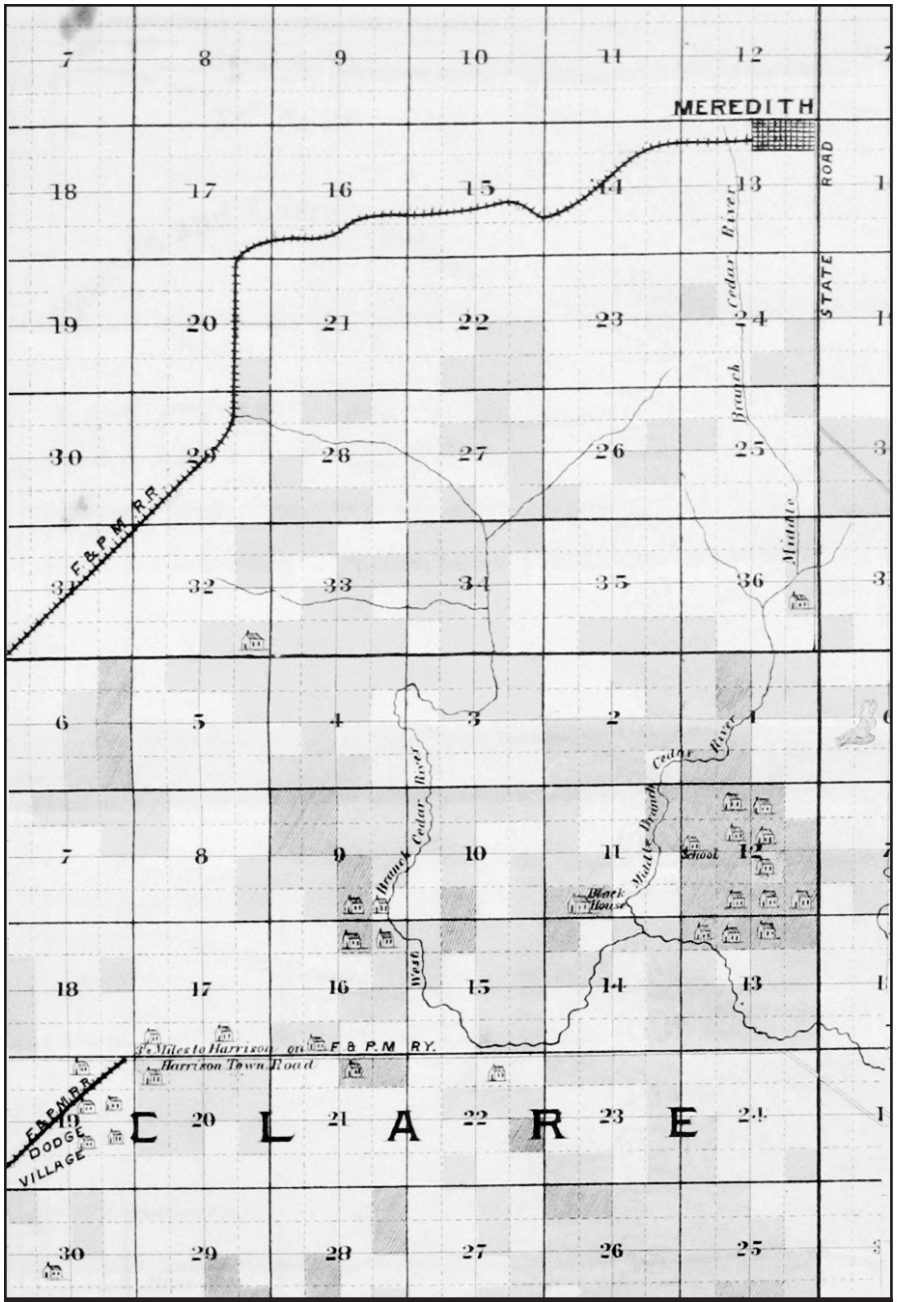
1-2 1880s Franklin Twp from Blodgett Papers

this amount, twenty-four and five-tenths miles was laid in temporary service in the woods, for use from one to five years, and eleven miles were used in the construction of ninety-four permanent sidings to new industries."

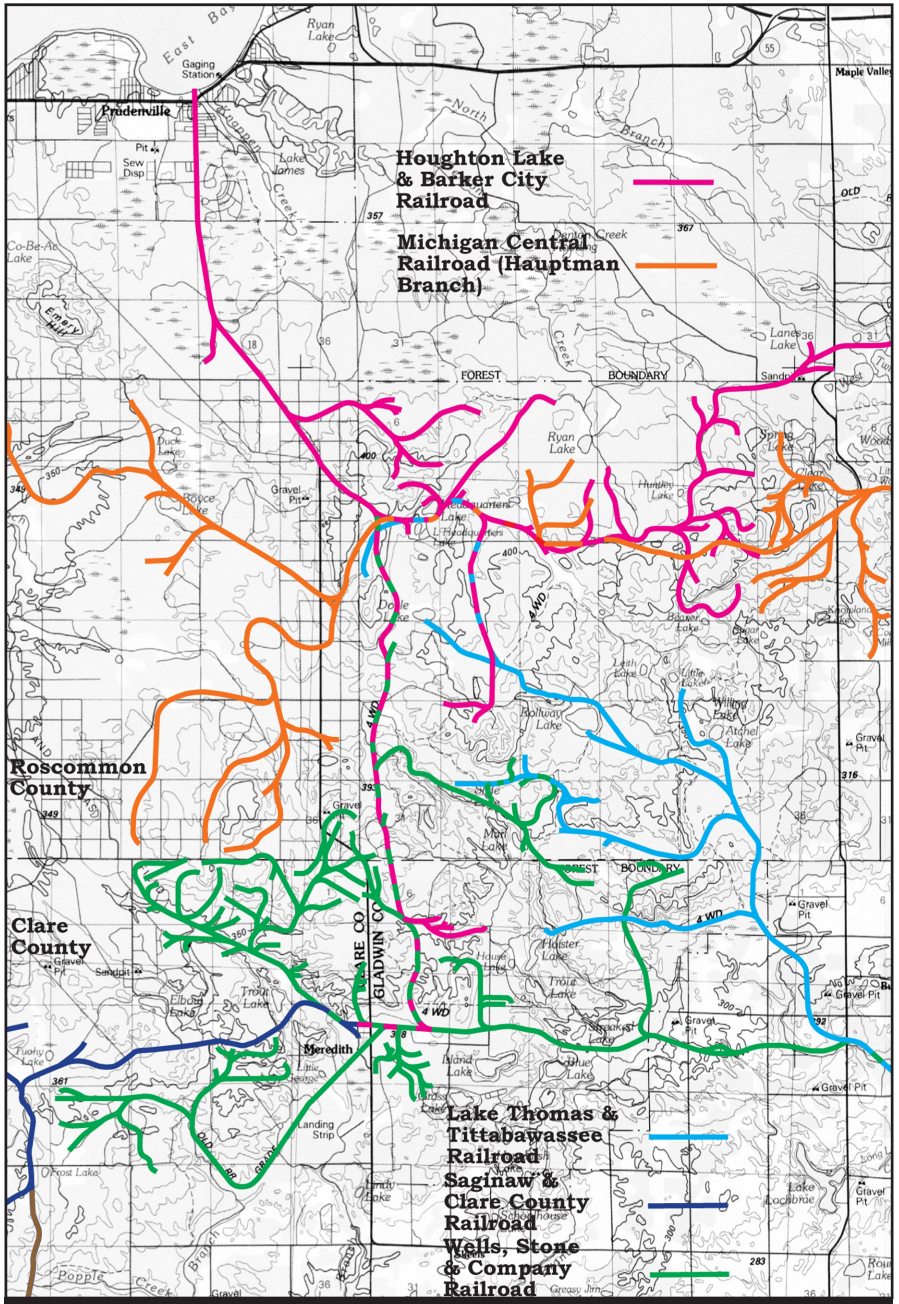
Figure 1-2 comes from an undated map of Franklin Township, made sometime in the 1880s. It is part of Ledger Book 27 of the *Blodgett Family Papers*, archived in the Bentley Historical Library at the University of Michigan. The Meredith Branch of the S & CC is prominently displayed. Figure 1-3 is part of the map of the F & PM that appears in the 1892 Report of the Flint & Pere Marquette Railroad Company Including Traffic Reports of the Road for the Year 1892. That year, the "East Branch" terminated at "Dodge V" (which was probably an abbreviation for Dodge Village). Dodge Village continued to be the terminal in 1893 and 1894. The "East Branch" no longer appeared in the 1895 report. Meanwhile, the northern end of the Harrison Division moved from Meredith, back to Frost Station in 1893, and to Harrison itself in 1894.

Figure 1-4 is also from the Bentley Historical Library (Call # M 4113 G5G46 1900 K4). Franklin and Hamilton Townships of Clare County are visible in this map of *Farming Lands for Sale by Mitchell & McClure*. Although undated, it was cataloged as probably from about 1900. If

1-3 1892 F & PM Map from Annual Report



1-4 Pre-1900 Franklin and Hamilton Twps



1-5 Network of Railroads Near Meredith

The Flint & Pere Marquette Railroad

that date is correct, then the "East Branch" was removed about five years before this map was printed.

Over the years, several other branches of the S & CC existed. Evidently, they did not receive an officially sanctioned designation (except for the Meredith and East Branches); they don't appear in either Aids, Gifts, Grants and Donations to Railroads Including Outline of Development and Succession in Titles to Railroads in Michigan, or the annual reports of the Flint & Pere Marquette Railroad. Informal names for these branches were reported in Michigan's Logging Railroad Era, 1850-1963: *". . . one to Dodge Lake. The West Branch exits from Hatton and connects with Allen & Manion's camps near Frost Township. Other branches are the Greenwood Branch . . . Leota Branch; and the Whitney & Remick Branch in Lincoln Township.*"

A "Houghton Lake Branch" is mentioned in none of the several books cited in the preceding paragraph. It almost certainly was proposed as an extension of the "East Branch" (the branch to Dodge Lake). There are plausible reasons why it disappeared from most accounts of the S & CC. Several entries in Appendix A - Chronology of Events, help clarify the situation. In 1885, a plan was considered by which F & PM trains could leave the mainline at Hinkle's Mill and travel all the way to Houghton Lake. The scheme utilized grades of two pre-existing railroads: the Roscommon Lumber Company's Houghton Lake & Barker City Railroad (HL & BC), which operated a right-of-way leading south from Houghton Lake; and the railway of Wells, Stone & Company. Apparently, there were problems with this proposal. Sticking points seem to have been resolved when the 18 July 1885 issue of *Northwestern Lumberman* announced that "*Wells, Stone & Co., of Saginaw, are about to take up their logging railroad from Meredith toward Houghton Lake, Roscommon County, Mich. C. B. Field, manager for the Roscommon Lumber Company, will regrade the road to connect with his line, the Flint & Pere Marquette will iron it, and through trains will soon be running to Houghton Lake.*" Figure 1-5 is a map covering the junction of Clare, Roscommon, and Gladwin Counties. Not all rights-of-way are included, but the relationship of these railroads is suggested.

Historical records indicate that the HL & BC used both narrow and standard gauge track. The 10 June 1882 issue of *Northwestern Lumberman* reports that the logging line operated using narrow, 42 inch gauge equipment; the 17 March 1883 edition of the same publication noted that the railroad was, by then, standard gauge. The 11 February 1886 edition of the Muskegon *Weekly Chronicle* adds to confusion about the gauge of the line. It reported that the Roscommon Lumber Company's railroad was approximately 15 miles in length and narrow gauge. The article went on to say that "*Their road terminates at this time in Meredith (Clare County), which place is their depot for all supplies, forming connections with the Flint & Pere Marquette Railroad.*"

On the other hand, credible books published in 1885 and 1887 state unequivocally that the HL & BC was a standard gauge line (see 1886 in Appendix A). It seems likely that during 1886, standard gauge rails linked Meredith and Houghton Lake. Unfortunately, no timetable showing such a connection has been located. The route was severed in 1887 when the HL & BC was pulled up. The 21 June 1887 edition of the *Newberry News* noted that "*Twenty miles of logging railroad belonging to the Roscommon Lumber Company have been bought by the Toledo, Ann Arbor & Northern Railroad, and the rails have been torn up to use at other points.*" The twenty miles would have included both the HL & BC and the Harrison & Muskegon River Railroad (see page 55 in Chapter 4).

Virtually the only occurrence of the term "Houghton Lake Branch" that has come to my attention is contained in the 15 April 1887 issue of the *Clare Democrat*. "*East Saginaw, April 11-Dr. H. C. Potter, general manager of the F. & P. M. road, told the Detroit News correspondent this afternoon that the Toledo, Ann Arbor & Northern Michigan railroad company has made overtures to the F. & P. M. to purchase so much of the Harrison Branch of the latter*

company as lies between Harrison Junction and Harrison, 14 miles. If the sale is made, the F. & P. M. would probably build the road [a new right-of-way for the S & CC] *from Clare, connecting with what is called their Houghton Lake Branch.*" Figure 4-4 on page 56 is a representation of how this combination of railroads might have appeared, had these transactions been completed.

Thus, the Houghton Lake Branch seems to have included what was previously designated as the East Branch. It diverged from the Harrison Branch of the S & CC at Hatton. At its northern end, it would have joined the Meredith Branch at Frost Station, and then be congruent with that branch into Meredith. Figure 1-6 reproduces part of the 1882 *Railroad Map of Michigan* prepared for the Commissioner of Railroads by Henry S. Stebbins. It suggests that what would later become the Houghton Lake Branch had already reached Section 29, Township 20 North, Range 3 West, even before the Meredith Branch was completed. But in Figure 1-6, the apparent northern extent of the East Branch, as it was called in 1882, was probably just a proposal. As mentioned before, the 1884 report of the F & PM specified that the East Branch reached only as far north as Section 18, Township 19 North, Range 3 West. On the other hand, the 1882 map does suggest the approximate path being considered for extension of the East Branch.

Several pre-twentieth century maps show a continuous railroad right-of-way between Hatton and Frost Station. Figure B-4, on page 84, is one example. There would have been plenty of timber to cut along this track. However, when the Roscommon Lumber Company's railroad was removed, in 1887, there obviously would be no future need for a bypass line around Harrison. Available records don't offer a precise date when plans for this link between Hatton and Frost Stations were abandoned. Perhaps, if more of the S & CC records between November, 1883 and December, 1887, were available, that question might be answered. Figure 3-1, on page 48, represents the northern end of the Houghton Lake Branch with a line hatched on one side only. This particular map was

1-6 1882 Stebbins' *Railroad Map of Michigan*

The Flint & Pere Marquette Railroad

printed in 1890, but had been copyrighted in 1888. The partial cross-hatching suggests that the right-of-way was not been active at the time the map was prepared.

Figure 1-2 demonstrates the course of the northern end of the proposed Houghton Lake Branch as it entered Franklin Township, through Sections 32 and 29. The dashed line in that figure represents the imagined right-of-way when the map was made. Figure 1-4 demonstrates the gap that actually existed in the Houghton Lake Branch, between the Meredith Branch and the village of Dodge.

A large number of logging outfits used the F & PM and its subsidiary, the S & CC, to export logs. Sometimes a logging company built its own track into the timber. More often, loggers relied on these two railways to handle their output, and operated no railroad themselves. At the present time, it is impossible to determine the precise ownership of many of the non-mainline grades appearing in the map on page 1.

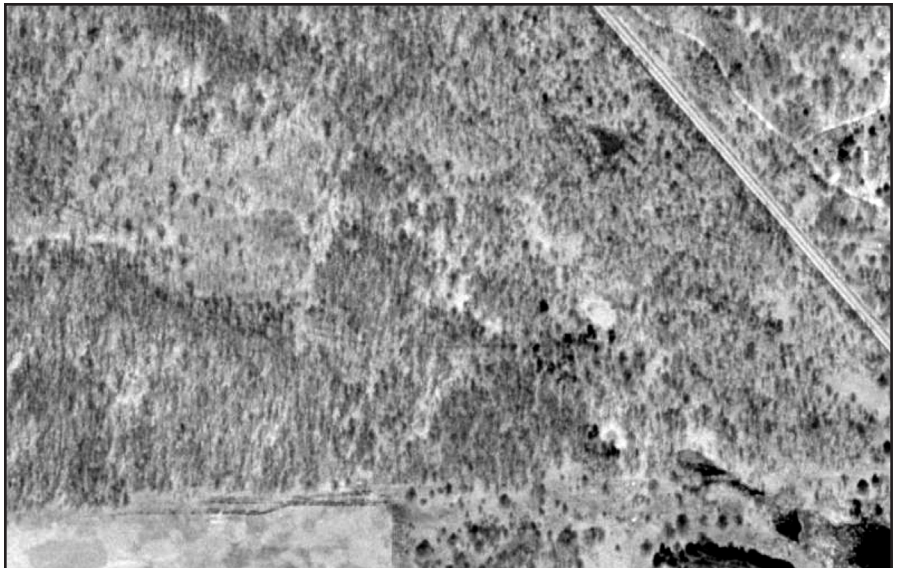
Although not associated with the S & CC, four branch lines originated from the mainline of the F & PM between Farwell and the region immediately west of Lake Station. Commencing a short distance west of Lake Station, Dorr Spur was only 0.33 mile long. Built in 1883 by T. E. Dorr, it terminated at a log loading facility on Crooked Lake. The Maloney & Barnard Branch is described in the 1884 Report of the Flint & Pere Marquette Railroad Company: "*Maloney & Barnard Branch. This is an important feeder, devoted wholly to log traffic. It leaves main line (F. & P. M.) 2.27 miles west of Farwell, Mich., and bears south and west through sections 28, 33 and 34, in town 17 north, range 5 west, and sections 3, 4, 8, 9, and 17 in town 16 north, range 5 west. Length of main stem* [is] *5.62 miles; length of spur is 0.15 mile. Work* [on the Maloney & Barnard Branch] *started in 1882 and extended through 1883 and 1884.*"

The remaining two branches were designated Hoyt North and Hoyt South. Each was named after Jesse Hoyt, president of the F & PM until the time of his death in August of 1882. Both branches appeared in the 1883-1884 map of Michigan that accompanied the Eleventh Annual Report of the Commissioner of Railroads for the State of Michigan. The Hoyt North Branch is shown in the 1886 map presented by Figure 3-2 on page 50. On this map, it seems to extend to a point two or three miles east of the mainline of the S & CC; however, LiDAR analysis of this region demonstrates that the eastern end of the represented grade was made up of logging branches originating from the Ann Arbor RR and the S & CC.

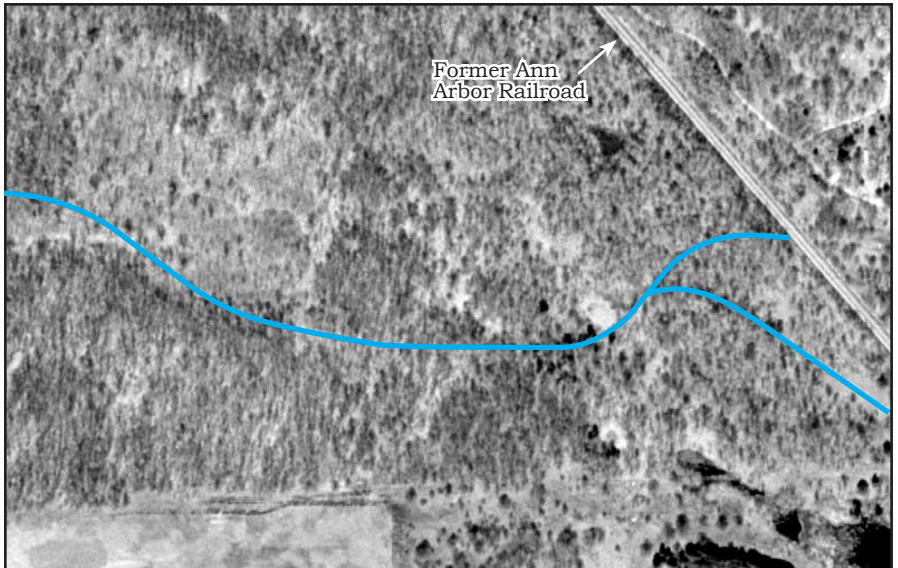
Figures 1-7, 1-8, and 1-9 of 1998 aerial photographs available via the internet from Microsoft Research Maps. They trace the eastern extent of the Hoyt North Branch. Figures 1-7 A and B are centered on the northeast quarter of Section 5, Township 17 North, Range 5 West. The mainline of the branch comes in from the left and then curves into the upper right quadrant of the picture. Figures 1-8 A and B are farther east. Here, the visible grade approached the right-of-way of the former Ann Arbor Railroad. Farther east, the logging railroad of Gebhart & Estabrook originated either from the east end of the Hoyt North branch, or from the Ann Arbor Railroad. Figures 1-9 A and B show those grades in the southern part of Section 34, Township 18 North, Range 5 West. Figures 1-10 A and B display Section 35, immediately east of Section 34. A branch of the S & CC Railroad was

1-7 A 1998 NE Quarter of Sec. 5, T17N, R5W

1-7 B Hoyt North Grade in Color

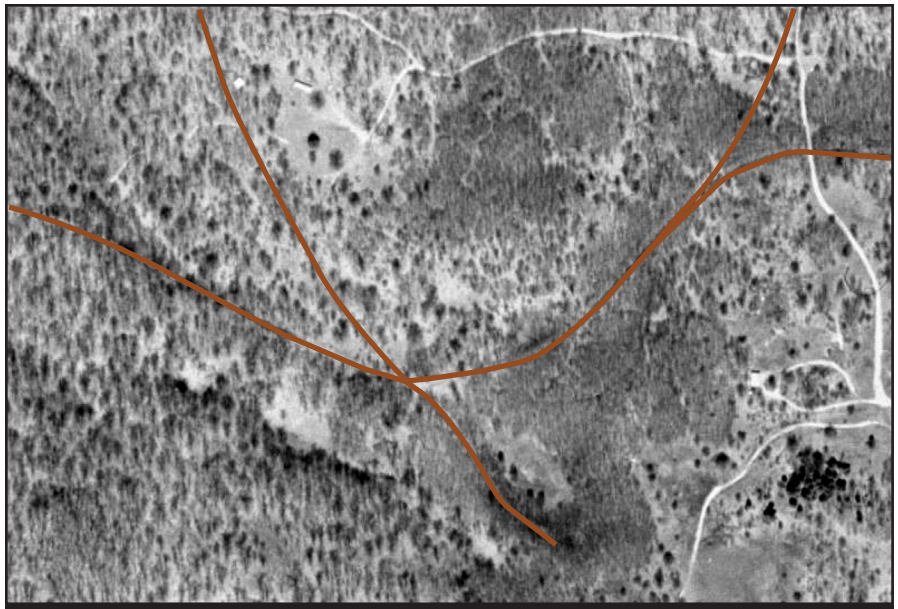


1-8 A 1998 SE Quarter of Sec. 33, T18N, R5W

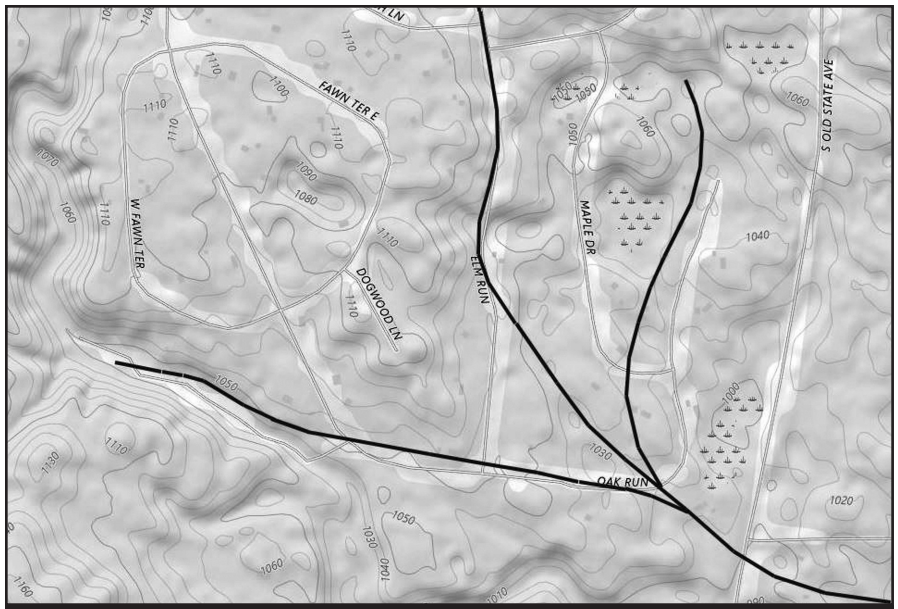


1-8 B Hoyt North Grade in Color

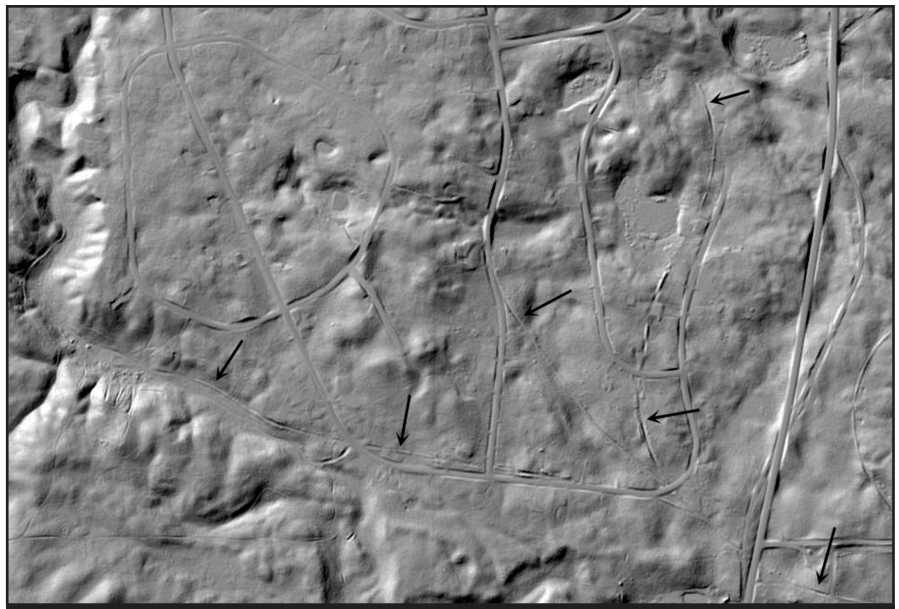
1-9 A 1998 S Half of Sec. 34, T18N, R5W



1-9 B Gebhart & Estabrook Grades

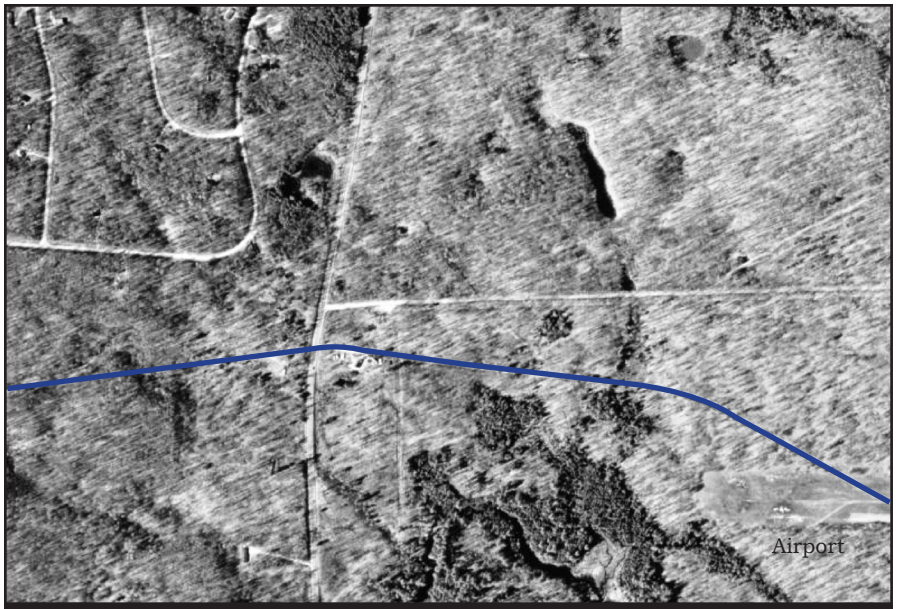


1-10 A S & CC Grades in Sec. 35, T18N, R5W



1-10 B LiDAR Image-Arrows Show Grades

1-11 A 1998 NW Quarter of Sec. 1, T17N, R5W



1-11 B S & CC Grades

1-12 1899 *Official Railroad Map . . . Michigan*

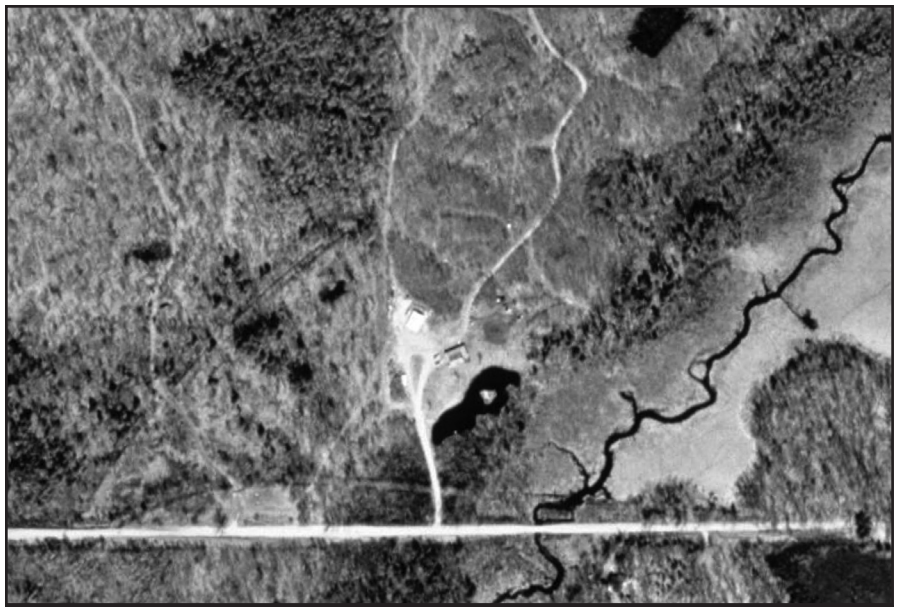
located there. It cut across the very northeast corner of Section 3 before entering the northwest quarter of Section 2, Township 17 North, Range 5 West. The line crossed the area occupied now by McKay Airport, visible in Figure 1-11 A and B.

The Maloney & Barnard Branch was removed before 1896. The Hoyt North Branch still appeared in the 1899 *Official Railroad Map of the State of Michigan*, reproduced in Figure 1-12. Here, the visible grade immediately east of the Ann Arbor Railroad represents the Gebhart & Estabrook Railroad. Although this map was produced in 1899, company records indicate that the Hoyt North Branch was removed before 1898. The Hoyt South Branch remained in 1899, the year that the F & PM was merged into the Pere Marquette Railroad.

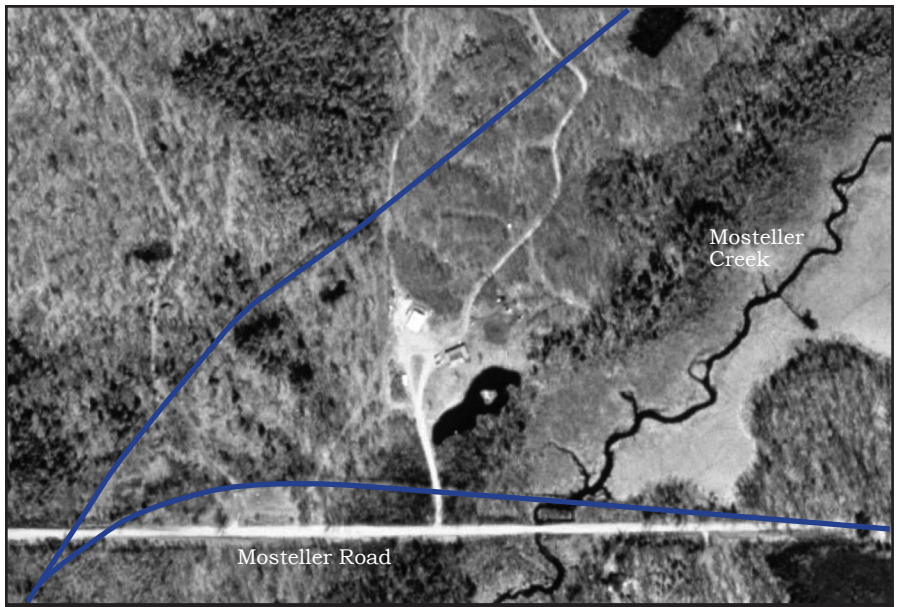
Figures 1-13 A and B display the location of the former village of Dodge, near the intersection of East Townline Lake Road and North Rogers Avenue. 1-13 B identifies various features. At Dodge, a logging spur continued

1-13 A 1998 Remnant of S & CC at Dodge

1-13 B Grade in Color



1-14 A 1998 S & CC at Mosteller Creek



1-14 B Grade in Color

1-15 A 1998 S & CC Branch at Harrison HS

1-15 B Branch Grade in Color

1-16 2013 View SE from Woods SE of HS

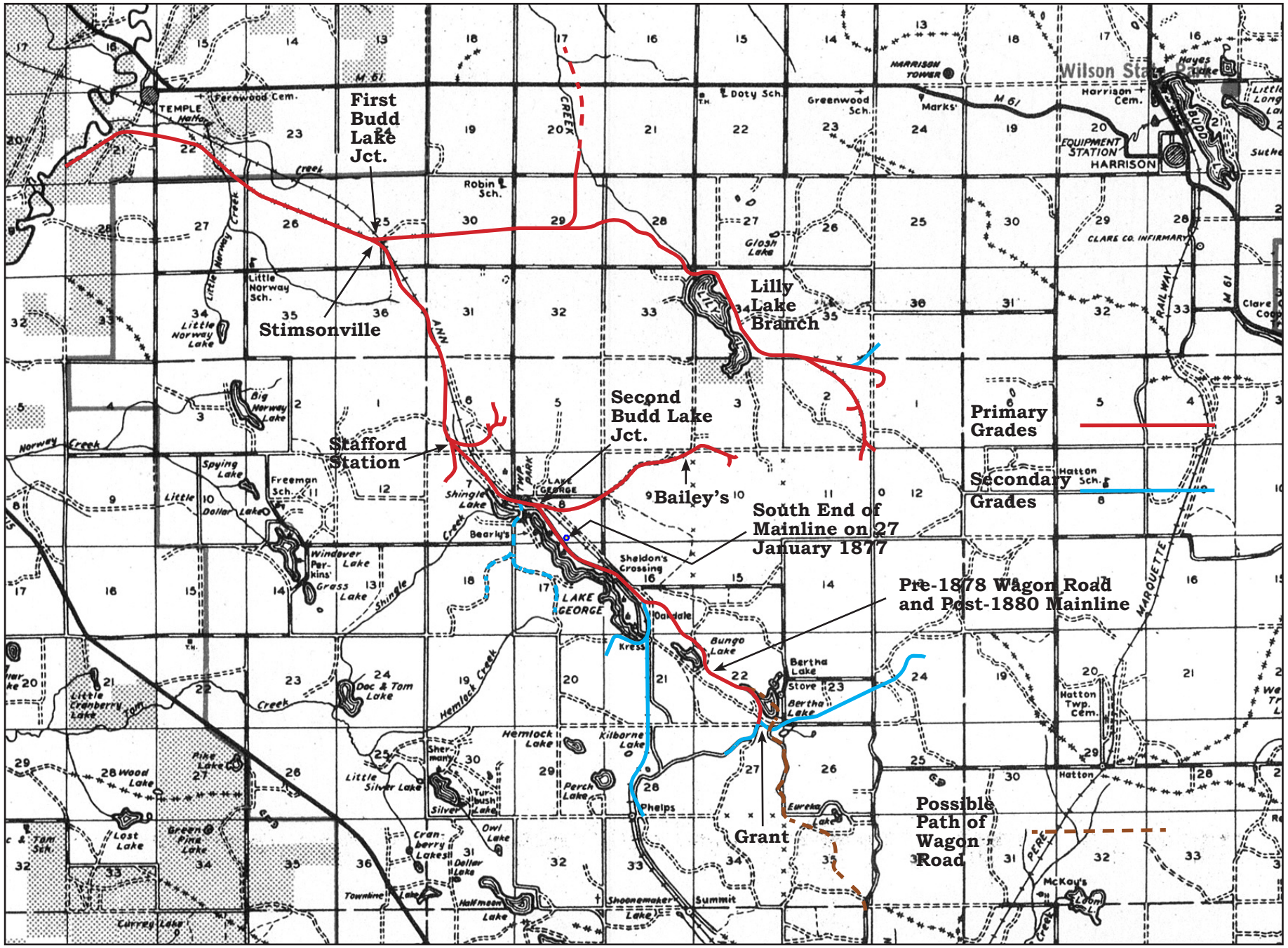
1-17 View SE from Cut NW of HS

1-18 View NW through Cut NW of Harrison High School

northeast while the Houghton Lake Branch curved to the northwest. South of the village of Dodge, Figures 1-14 A and B capture the impression of grades at Mosteller Road and Mosteller Creek.

During my 2013 visit to Clare County, Gail and Al Vanderbrink showed me remnants of a particular S & CC grade that passed through the current site of Harrison High School. That grade is visible in Figures 1-15 A and B. It joined the mainline of the S & CC a short distance east of the area displayed in these figures. Figure 1-16 is a photograph facing southeast, just inside the woods on the southeast side of the school. On the northwest side of the school, Figure 1-17 looks southeast toward the school building from a deep cut. Al is standing at the entrance to the cut. Oriented in the opposite direction, Figure 1-18 shows the view northwest through the cut.

In 2013, none of the S & CC remains in operation. Only a short segment of the Clare County portion of the F & PM is still in use as a railroad, at Clare. Fortunately, a considerable distance of the F & PM mainline, east of Clare, is readily accessible as the Pere Marquette Rail-Trail.



The Lake George & Muskegon River Railroad

2

Initial Success and Later Demise of the Lake George & Muskegon River Railroad

The Lake George & Muskegon River Railroad (LG & MR) occupies a special place in Michigan's logging railroad history. At first glance, this might seem undeserved. The LG & MR was not the first in the state to use a steam locomotive on a logging railroad, and the line did not operate for more than just a few years. However, without any initial connection to a larger, mainline railroad, it clearly was the earliest and most famous logging road in Clare County. After the timber near the LG & MR was logged off, a portion of its mainline was used as part of the Toledo, Ann Arbor & North Michigan Railway (TAA & NM) between 1888 and 1894.

This logging line was organized legally by Articles of Association filed on 29 December 1876. Attempts to log by rail prior that time are discussed in William G. Rector's *Railroad Logging in the Lake States*. He notes that "*R. A. Alger and Company had operated an eighteen mile private road sometime earlier, but a road from Glencoe to Pinconning had proved a failure*." However, the 1883 History of Bay County, Michigan refutes the latter part of Rector's statement. That book reported that in 1873, the Pinconning & Kaiserville Railroad began as a tram railway, connecting with the Jackson, Lansing & Saginaw Railroad. It used a locomotive, and its right-of-way was eleven miles long. The publication goes on to say:

"*In 1875 the road was extended to the* [Saginaw] *Bay and the name changed to the 'Glencoe, Pinconning & Lakeshore Railroad'.*"

"In 1877 . . . The name was also changed to the 'Pinconning Railroad'."

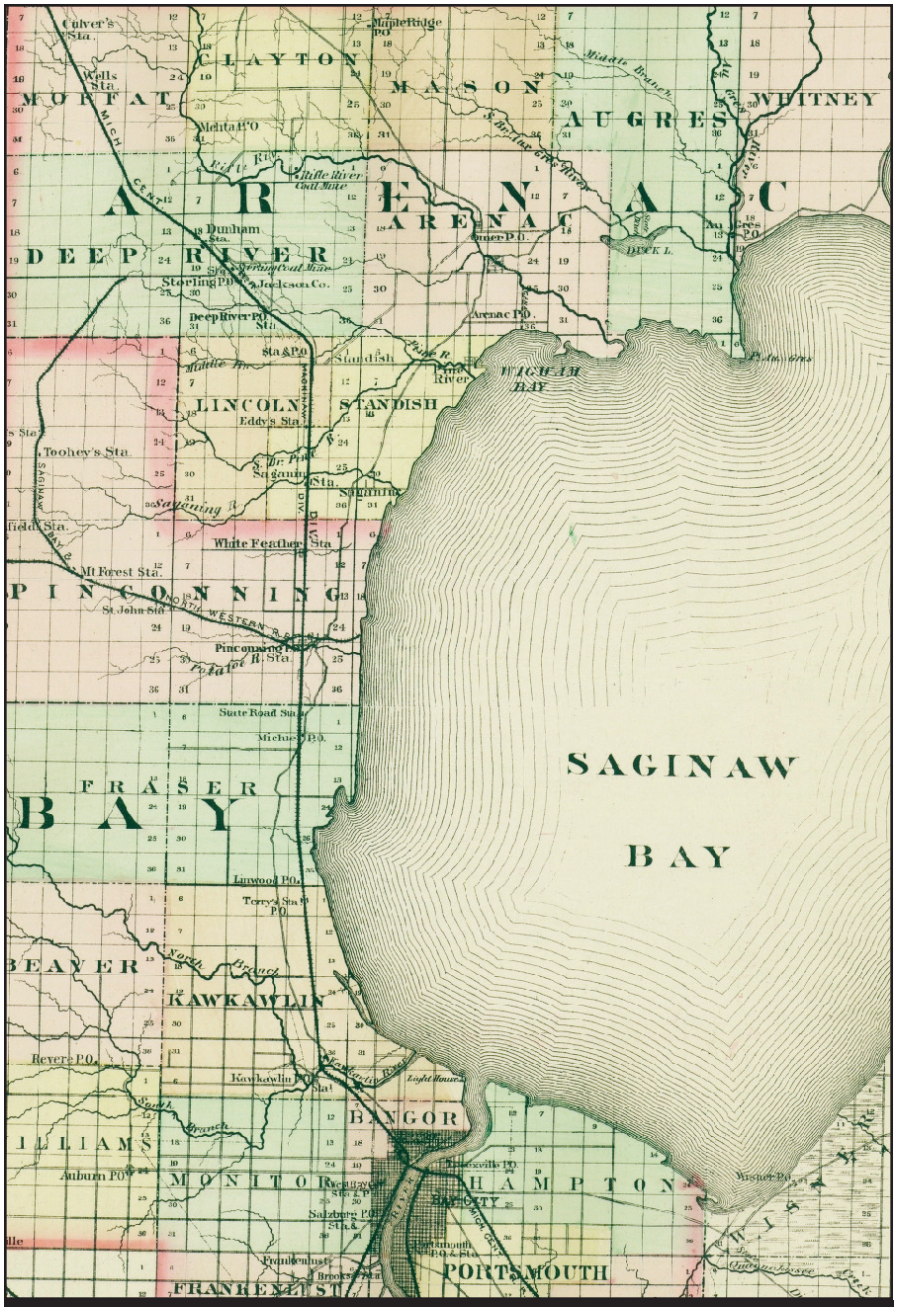
"In 1880 the road was purchased by other parties, and the name again changed to the 'Saginaw Bay & Northwestern Railroad'."

Coincidentally, the latter name will appear again in this chapter, in conjunction with Winfield Scott Gerrish. He was one of the "other parties" who bought that railroad. Figure 2-1 is a map of Bay County that was published in the 1884 Tackabury's Atlas of the State of Michigan. The railroad can be seen in Pinconning Township.

Rector's article does offer an excellent reason why the LG & MR became notorious: *". . . unlike its predecessors and contemporaries, descriptions of the Lake George & Muskegon River Railroad were widely disseminated by the four lumber trade journals and the press of the lake states."*

Winfield Scott Gerrish was the individual who both conceived the LG & MR and put it into operation. His life history and the unfavorable winter logging conditions that caused him to construct a railroad, have already been covered exhaustively by several other authors. In short, Gerrish proved that a railroad devoted solely to logging could eliminate the uncertainty of sledding logs overland during the winter, or via small streams in other seasons. Sadly, this pioneer succumbed to an unexpected acute illness while visiting his sister at Evart, Michigan in May of 1882.

When the LG & MR first went into operation, access to its right-of-way was problematic. There was no nearby railroad that could be used to deliver track material and supplies, let alone a locomotive. The 21 June 1878 issue



2-1 1884 Bay County from Tackabury's Atlas

The Lake George & Muskegon River Railroad

of the *Clare County Press* addressed that situation in an article reprinted from *The Detroit Free Press*. A reporter from Detroit and two companions travelled through the woods to the camp used as headquarters by the Gerrish railroad. The first part of their journey began at Farwell and headed north along the "*Old State Road*." The entire trip followed the same route that was being used to supply the logging operation. "*The principal camp is about fifteen miles northwest of Farwell, and to make that distance at this season of the year over a road which scatters all over the country, and has no bottom to speak of, requires both physical and mental ability of no mean order. . . . Both buggy and ponies, however, deceived their looks, and passed over, around, and through mud holes safely which might have swallowed a heavier outfit from sight . . . One would suppose there should be no difficulty in following a road through the woods over which a locomotive has passed in search of a railroad, as there did over this in January last . . .*"

"*The camp was started in 1876, and with its cluster of log shanties, blacksmith shop, railroad buildings, etc., it looks very much like a busy and permanent village. . .* [The logging railroad] *was begun in September, 1876; the first locomotive arrived November 22 of that year, the second in November, 1877, and the third in January, 1878. The first two were 'poled' up the Muskegon on rafts from Evart, and the last was run through the woods from Farwell. . . The main road has four switches, two train dispatchers, and a telephone running its whole length, by which the engineers receive their orders at each switch . . .*"

A document from the files of Gail Vanderbrink further enhanced this narrative. It came from pages 55 and 56 of Farwell-The First Fifty Years. Although there is some evident inaccuracy and a lack of precision, the description of the supply route between Old State Road and Lake George seems plausible. Be mindful that, contrary to what is stated in the following quote, this path was not that of the railroad, for it was not yet operating in 1876. "*But in late summer 1876 nine car*

loads of T rails were delivered to the site. Called the Lake George and Muskegon River Railroad it ran from the NE ¼ of the NE ¼ of Section 2, Surrey Township, northwesterly through Lincoln Township Section 35, 26 and 27, then on the east line of Section 22 about 500 feet to Bertha Lake, then northwesterly across Bertha Lake."

" . . . A warm rain together with an unseasonably warm spell caused the rails to sink to the bottom, and necessitating the re-laying of the rails along the southwest side of the lake, through the marsh and cat-tail area toward Bungo Lake. Here there was deep muck and almost a half mile of 'corduroy road' [logs as crib work] *was built . . ."*

Note that track was not present on this supply road when the *Clare County Press* article (see page 17) appeared in 1878. Rails must have only been used temporarily on this route, in 1876. It is plausible that any track laid on the supply road was removed and relaid when the actual railroad was constructed. Thereafter, that pathway functioned as a wagon road. In 1878, the length of the supply road was reduced considerably when an extension of the railroad to the region south of Bertha Lake was completed. That construction brought the southeast end of the railroad to the northeast corner of Section 27, Township 18 North, Range 5 West.

Gerrish actively managed the LG & MR; he and several other investors owned the line. One was John L. Woods, a Cleveland, Ohio businessman. Woods would later buy the railway in 1881. Edmund H. Hazleton of Leadville, Colorado was another large stockholder. Hazelton possessed extensive timberland in the region served by the mainline, as did Gerrish. The railroad also provided transportation for timber harvested by other Clare County logging companies.

The mainline, named branch lines, and some secondary or temporary grades were all constructed with steel rails. Transportation of logs through the woods, to the mainline, often relied upon other means of conveyance. Some were quite conventional, such as skid roads using oxen for power. Others were built as pole roads. According to Michigan's Logging Railroad Era, 1850-1963, the 1878 report by Michigan's Commissioner of Railroads noted that the LG & MR operated using two different types of rolling stock: flanged wheels which ran on steel rails, and concave wheels, rolling on logs (poles). The map at the beginning of this chapter shows the mainline and designated branch lines of the LG & MR with red lines. Blue lines indicate secondary grades, some of which were probably pole roads.

The illustration in this book's front end papers imagines the layout at Bailey's, a transfer station on a branch line of the LG & MR. Here, logs from a skid road are being moved to rail cars with flanged wheels, before being hauled to the Muskegon River. A hovel for oxen is visible in the background.

The best primary source of information about the mainline and various branches of the LG & MR is Aids, Gifts, Grants and Donations. Published in 1919, this book compiled what records were still available into a provenance of existing Michigan railroads. Figure 2-2 reproduces pages 30 and 31, which are devoted to the origin of the Ann Arbor Railroad (AAR). To comprehend the information on these pages, it is necessary to understand the format of the book. First, each set of opposing pages is supposed to be viewed as a single unit; under "*termini,*" the terminal of origin for a segment of track is on the left page, while the destination terminal is on the right. Second, a scheme was used to characterize the event being described on each line: "*projects which were in a stage of promotion or partially constructed are shown in regular type. Those shown in bold type were the units placed in operation over the route and at the dates shown. Those shown in italic type are the units abandoned, withdrawn from service or transferred to other entities.*"

To summarize from Aids, Gifts, Grants and Donations, the LG & MR began hauling logs over a 7.5 mile mainline on 28 January 1877. The initial southern terminal of the line was in Section 8, Township 18 North, Range 5 West,

OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN TITLE OF RAILROAD SYSTEMS IN MICHIGAN.

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed in operation or relinquished.						Successor.
				Miles.	Termini. From—	Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	
	ANN ARBOR RAILROAD.									
1	The Toledo, Ann Arbor and Northern Railroad Company.	Nov. 26, 1869	Association	100	State Line (Toledo)	Shiawassee County		Foreclosure sale a	September 28, 1875	2
2	Toledo, Ann Arbor and Railroad Company.	Nov. 23, 1877	Reorganization		Toledo	Ann Arbor		Consolidation	May 3, 1878	4
3	Toledo and State Line Railroad Company.	June 30, 1872	Ohio corporation	5.65	Utilising property tangible and intangible of No. 1. Toledo	State Line	Aug. 5, 1874b	Consolidation	May 1, 1878	4
4	The Toledo and Ann Arbor Railroad Company.	May 24, 1878	Consolidation	45.70	All property, tangible and intangible of Nos. 2 and 3 Ann Arbor	State Line	June, 1878	Consolidation	October 14, 1880	8
5	Toledo, Ann Arbor and Northeastern Railroad Company.	Sept. 26, 1878	Association	33.00	Ann Arbor	Pontiac		Consolidation	October 14, 1880	8
6	Owosso and Big Rapids Railroad Company.	Aug. 16, 1869	Association	81.00	Owosso c	Big Rapids		Change of N. W. terminus	December 22, 1871	7
7	The Owosso and North Western Railroad Company.	Dec. 29, 1871	Amended articles	150.00	Owosso via Alma	Frankfort		Sale and transfer	1883 d	11
8	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 15, 1880	Consolidation	10.30	Toledo, Ohio. With all property tangible and intangible of Nos. 4 and 5. Ann Arbor	Pontiac. South Lyon	Aug., 1881	Change of termini. Foreclosure sale	October 21, 1882. July 2, 1895	9 27
9	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 24, 1882	Amended articles	98.00	Toledo, Ohio. *Pontiac*	Durand. *South Lyon*		Consolidation. Deep e	May 19, 1884. October 25, 1882	12 10
10	f Michigan Air Line Railway			3.07	Hamburg	Hamburg Junction		Lease	June 21, 1886	12
11	Toledo, Ann Arbor & North Michigan Railway Company.	Nov. 16, 1882	Association	87.00	St. Louis via Alma	T. A. A. & G. T. near South Lyon		Consolidation. Foreclosure sale	May 19, 1884. July 2, 1895	12 27
12	The Toledo, Ann Arbor & North Michigan Railway Company.	July 29, 1884	Consolidation	30.00	Toledo, Ohio. With all property, tangible and intangible of Nos. 9 and 11. Owosso	St. Louis. Hamburg	August, 1884 1885	Consolidation	August 19, 1886	16
				33.10	Durand	Owosso Junction	Oct., 1886			
				13.91	Durand	Hamburg	1886			
				7.02	Emery (Leland)					
13	Lansing, Alma, Mt. Pleasant and Northern Railroad Company.	Feb. 12, 1884	Association	68.00	Lansing	Mt. Pleasant		Change of name, termini, etc.	May 7, 1886	15
14	The Chicago, Saginaw and Canada Railroad Company.			3.70	Alma	St. Louis	Aug. 15, 1875	Foreclosure sale	May 10, 1883	14x
14x	Saginaw and Western Railroad Company.			5.32	*Alma*	*St. Louis*		Deed of conveyance	March 17, 1887 g.	16
15	Toledo, Ann Arbor and Mt. Pleasant Railway Company.	May 7, 1886	Amended articles	21.00	St. Louis (T. & A. A. R. R.)	Mt. Pleasant via Alma		Consolidation. Foreclosure sale	August 19, 1886. July 2, 1895	16 27
				18.40	Alma	Mt. Pleasant	June, 1886			
				1.61	Macon	Quarry	1886			
16	The Toledo, Ann Arbor and North Michigan Railway Company.	Jan. 26, 1887	Consolidation		Toledo, Ohio. With all property tangible and intangible of Nos. 12 and 15.	Mt. Pleasant		Consolidation	December 21, 1887	21
17	Lake George and Muskegon River Railroad Company.	Dec. 29, 1876	Association	7.50	Lake George, T. 18 N, R. 5 W.	Muskegon River, Sec. 21, T. 19 N., R. 6 W		Extension of route	February 16, 1878	18
				7.50	Muskegon River	Lake George	Jan. 28, 1877			
18	Lake George and Muskegon River Railroad Company.	June 7, 1878	Amended articles	3.50	Lake George, (Sec. 18, T. 18 N. R. 5. W.	Near N. E. Corner Sec. 27, T. 18 N., R. 5 W.		Sale and transfer h	1886	20
				2.00	Main Line, Sec. 8, T. 18 N., R. 5 W.	N. E. Corner of Sec. 9, T. 18 N., R. 5 W.				
				1.83	Lake George k	Easterly	1877			
				1.25	Stafford Station	East (1.00) and West (.25)	1878			
				3.63	Lake George	Southeast	1878			
				5.17	Budd Lake Junction	Lilly Lake	1879	Extension.		
				1.25	*Stafford Station*	*East and West*	1880			
				1.75	E. Line Sec. 30, 19-5	Center Sec. 17, 19-5	1881			
				8.75	*Budd Lake Jct*	*Lilly Lake and other branch*		Abandoned.		
19	Toledo and Cadillac Railroad Company.	Jan. 26, 1886	Association	63.00	Mt. Pleasant	Cadillac				i
20	Toledo, Ann Arbor and Cadillac Railway Company.	June 22, 1886	Association	63.00	Mt. Pleasant	Cadillac		Consolidation. Foreclosure sale	December 21, 1887. July 2, 1895	21 27

a Consideration $1,001.00. Ben P. Crane was purchaser and held until June 9, 1877. Investmentof $154,078. 16 reported as of December 31, 1873. Much useful property passed in sale.
b Operated by Pennsylvania R. R. Co. until May 28, 1875. It seems to have been operated later from 1878.
c Via Shiawassee, Saginaw, Clinton, Gratiot, Montcalm, Isabella and Mecosta counties.
d The property transferred was a practically completed grade from Owosso to St. Louis.
e Consideration $45,000 for partially constructed grade, etc. Now part of Grand Trunk System.
f See Outline of Grand Trunk System.
g For complete outline of No. 14 see Pere Marquette Outline. A map filed Jan. 13, 1887 by No. 15 shows 3.10 miles of the road placed in operation by No. 14 as occupied and includes 1.08 miles of extensions and connections. The deed indicates that delivery had been made at some earlier date.

h This sale was made between August 25 and December 20, 1886. A portion of the old grade from Temple to four miles south of Lake George was utilised by No. 20. Edmund H. Hasleton, W. Scott Gerish and four associates of Hersey were incorporators of No. 17. It was a forest road. On November 28, 1881, the road passed to John L. Woods and on February 18, 1882 to C. H. Hackley & Co., who utilized it as a forest road until the sale above mentioned to No. 20. There is no further data as to the abandonment of parts of this road.
i No transfer appears. No. 19 was organised by T. M. Ashley and associates.
k Later called Budd Lake Junction.

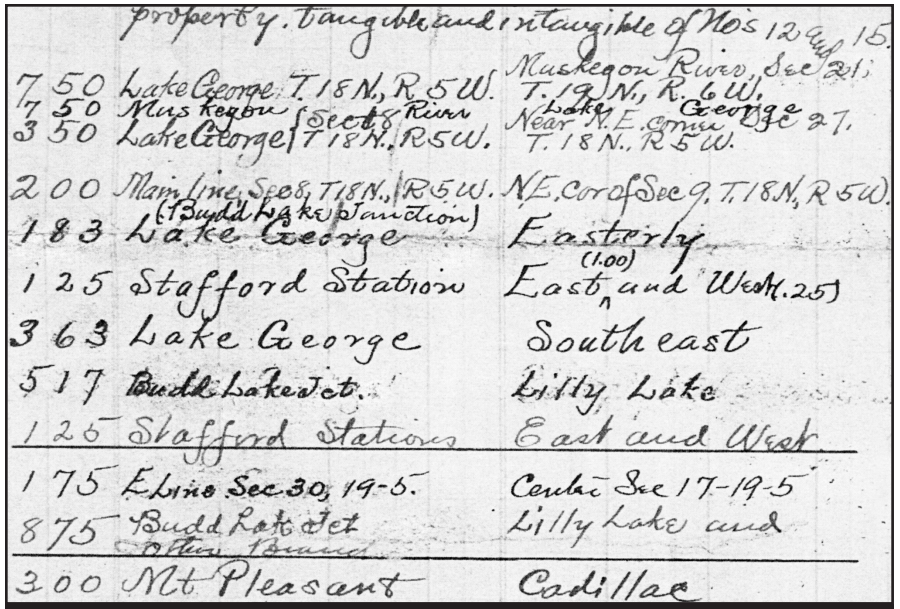
2-2 1919 Predecessors of the Ann Arbor Railroad, from *Aids, Gifts, Grants and Donations*

The Lake George & Muskegon River Railroad

at the northwestern tip of Lake George. Later in 1877, an additional 1.83 mile segment of track was operating from near the south end of the original 7.5 mile mainline and the northeast corner of Section 9, Township 18 North, Range 5 West. Formal authorization for the 1.83 mile right-of-way was included in Amended Articles of Association, which were subsequently filed on 7 June 1878. The Amended Articles also proposed a 3.5 mile extension of the railroad toward the southeast. That particular track was to terminate "*Near N. E. Corner Sec. 27, T. 18 N., R. 5 W.*" Although the place where the extension began was written as "*Lake George, (Sec. 18, T. 18 N., 5 W.*," this statement contained two typographical errors. First, the ending parenthesis was omitted, a minor point. However, the second error is quite significant. Section 18 is on the west side of Lake George; it could not have been the place where the extension began because it was not part of the railroad, as it then existed. The cause of the second error is clear when the original hand-written note, used to prepare the type for Aids, Gifts, Grants and Donations, is examined. Photocopied at the Archives of Michigan, it appears in Figure 2-3. A critical area is enlarged in Figure 2-4. The initial entry was indeed "Sec. 18" but an attempt was made to change it to 'Sect 8." The attempt failed when the typesetter still interpreted the notation as "Sec. 18."

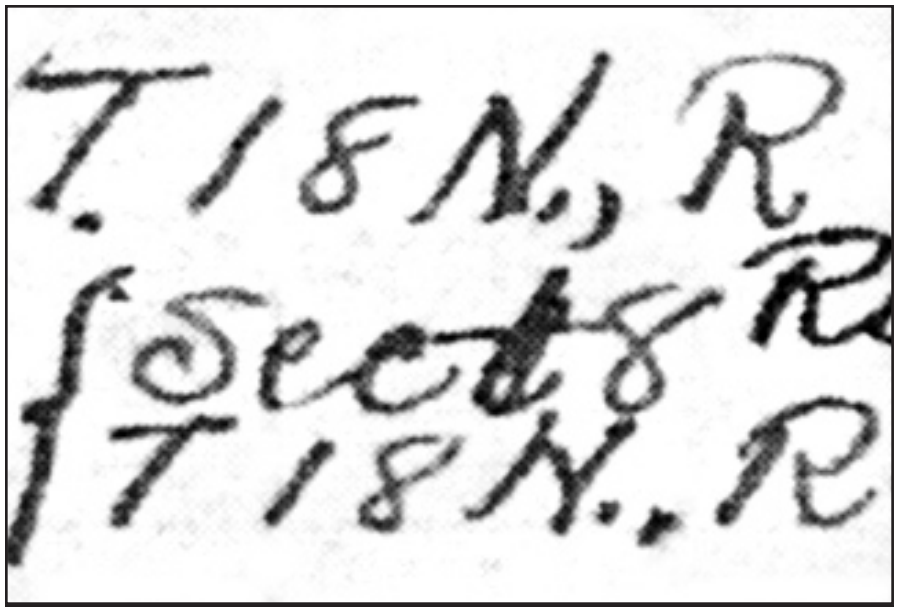
This extension went into service later in 1878 with an as-built length of 3.63 miles. In 1879, this track was still considered to be a branch line, but it was treated as part of the mainline in the 1880 Ninth Annual Report of the Commissioner of Railroads of the State of Michigan.

Two other branch lines were also operating in 1878. Both originated at Stafford Station, a place likely named for the "*Mr. Stafford, who holds the title, Train Dispatcher*," as reported in the 16 March 1878 issue of *Northwestern Lumberman*. Stafford Station was approximately 1.0 mile north of the northwest end of Lake George. The East Branch was 1.0 mile long and the West Branch, 0.25 mile. Because they were relatively short, these branches were probably a place where logs were transferred to rail cars from skid or pole roads. Despite the fact that both


property. Tangible and intangible of Nos 12 & 15.

750	Lake George T. 18 N., R 5 W.	Muskegon River, Sec 21; T. 19 N., R. 6 W.
750	Muskegon [Sect 8 River]	Near N.E. Corner Lake George Sec 27.
350	Lake George T 18 N., R 5 W.	T. 18 N., R 5 W.
200	Main Line, Sec 8, T 18 N., R 5 W.	N.E. Cor of Sec 9, T. 18 N, R 5 W.
183	Lake George (Budd Lake Junction)	Easterly (1.00)
125	Stafford Station	East and West (.25)
363	Lake George	Southeast
517	Budd Lake Jct.	Lilly Lake
125	Stafford Station	East and West
175	E Line Sec 30, 19-5.	Center Sec 17-19-5
875	Budd Lake Jct Other Branch	Lilly Lake and
300	Mt Pleasant	Cadillac

2-3 1919 Rough Draft Preceding Figure 2-2

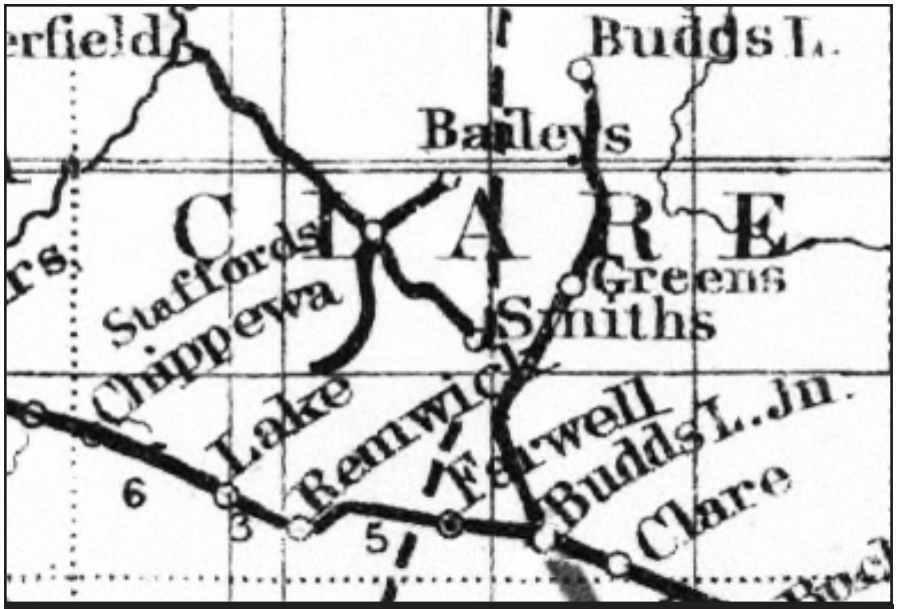


2-4 Enlarged Portion of Figure 2-3

branches were abandoned in 1880, the West Branch continued to appear in the 1881 *Map Showing the Toledo, Ann Arbor & Grand Trunk Railway And Its Connections*. Figure 2-5 reproduces part of that map.

Another lengthy branch line came into service in 1879. Originally 5.17 miles long, it left the mainline at a place then called "Budd Lake Junction," and ended at Lilly Lake. By 1881 its length was 7.0 miles, after an extension from Lilly Lake to the southeast was completed. Following that construction, the branch terminated in Sections 1 and 2 of Township 18 North, Range 5 West. Thomas D. Stimson had a logging camp called Stimsonville at the place where this branch originated. Eventually, the village of Clarence grew up at that location. Figure 2-6 is a map reportedly produced by the Land Department of the Flint & Pere Marquette Railroad (F & PM). The example reproduced here was on display at the Clare County Historical Museum. A note added to the map indicated that it had been printed in 1881, though no date appeared on the map itself. Another copy of the same map can be found in the 1st Edition of Michigan's White Pine Era, by Rolland Maybee. In that publication, the map is stated to have been produced in 1878. The configuration of the Saginaw & Clare County Railroad (S & CC) and the LG & MR, on this map, appear consistent with the known extent of each line in approximately 1880. A dashed line is present between the eastern end of the LG & MR right-of-way, near Lilly Lake, and Harrison. Near Harrison, the dashed line passes south of Budd Lake and enters timberland known to have been owned by Winfield Scott Gerrish. Whenever this map was prepared, there must have been a long range plan to extend this LG& MR branch line all the way to Harrison and Budd Lake.

A new 1.75 mile right-of-way began operating in 1881. It was said to originate from the branch line to Lilly Lake, at the east section line of Section 30, Township 19 North, Range 5 West. The terminal was at the center of Section 17, Township 19 North, Range 5 West. This description does not agree with the location evident on LiDAR.



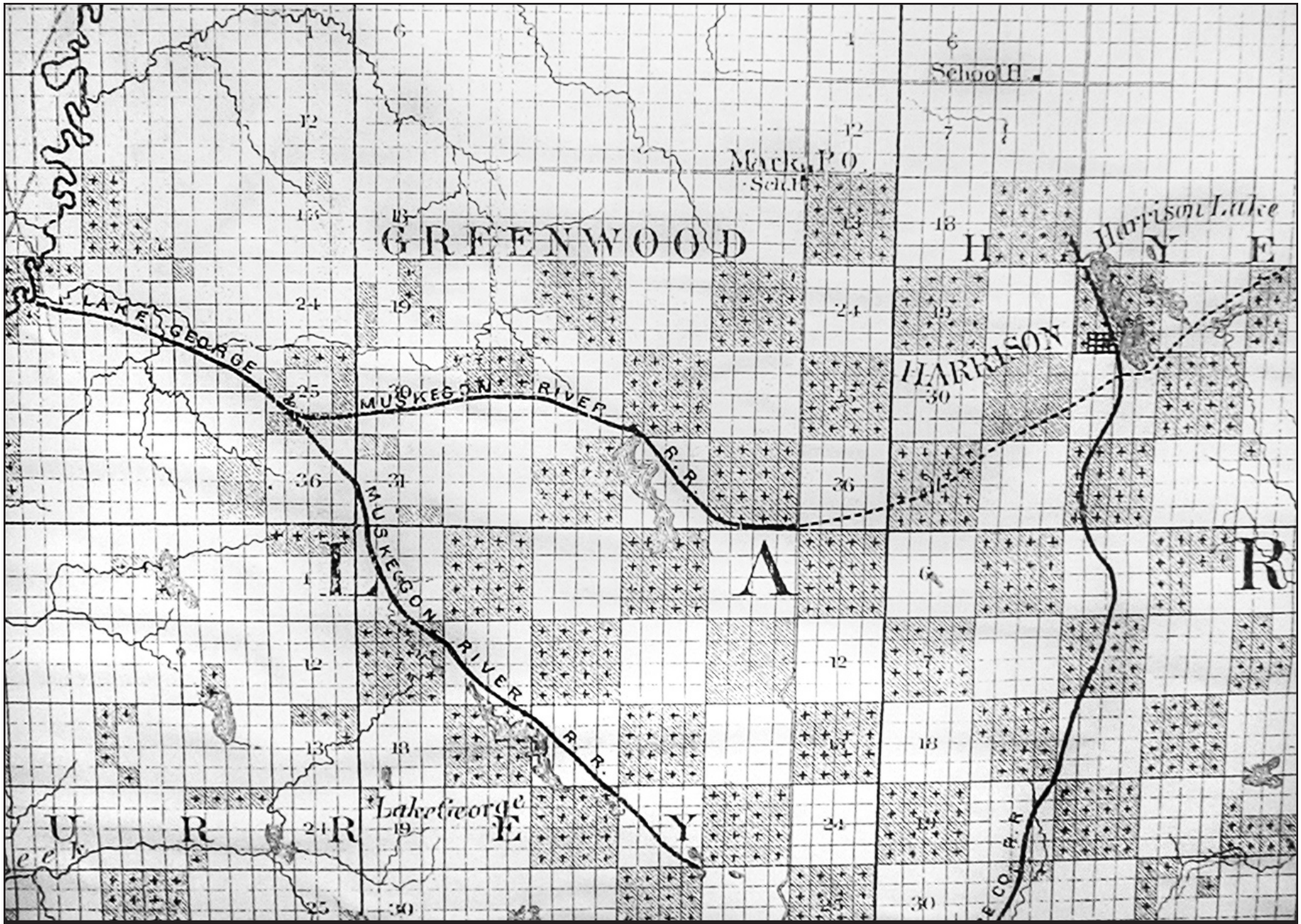
2-5 1881 Map Showing West Branch

Another source of information about the LG & MR is the annual series of reports of the Commissioner of Railroads in Michigan. These volumes provide a yearly snapshot of the configuration of the line. They are an excellent adjunct to the material in Aids, Gifts, Grants and Donations.

The LG & MR first appears in the report that summarizes conditions as of 31 December 1876. The "*Length of line graded and ironed*" was 6 miles, and 1.5 miles was the "*Length of line, only graded.*" No rolling stock was mentioned.

On the last day of 1877, the mainline was 7.5 miles long. There was one branch line, 1.83 miles in length. Built in 1877, it originated at a point near the southern terminal, at Lake George, and extended to the east. Upon it, a 400 foot wooden trestle bridge had been built in September of that year; the bridge was located in Section 9, Township 18 North, Range 5 West.

The Lake George & Muskegon River Railroad



2-6 Circa 1880 F & PM Map of Properties Owned by the Company's Land Department

The mainline was still 7.5 miles in length on 31 December 1878. Several branches were listed: from Lake George to the east, 1.83 miles; from Stafford Station to the west, 0.25 mile; from Stafford Station to the east, 1.0 mile; from Lake George to the southeast, 3.5 miles; and from the northeast quarter of Section 27, Township 18 North, Range 5 West to the southeast, 0.13 mile. Two new wooden truss bridges were constructed in May of 1878, both in Township 18 North, Range 5 West. One, in Section 15, was said to be 150 feet in length (it may actually have been in Section 16). The other was 550 feet long and located in Section 21. The latter bridge crossed Bungo Lake.

On 31 December 1879, the mainline was 7.5 miles long. "*Various Branches*" totaled 13.71 miles. This figure included all the branches present the previous year, with the addition of a 7.0 mile line to and beyond Lilly Lake.

The mainline had grown to 11.13 miles on 31 December 1880. This was not due to any new construction. It merely reflected the fact that the 3.50 and 0.13 mile branches added in 1878 had become classified as mainline track. Only one branch line remained. Designated as the "*East Branch*," it was the 7.0 mile line to Lilly Lake and beyond. It had been placed in service the year before. That right-of-way is described as the "*Budd Lake Branch*" in the deed involving John L. Woods, which will be quoted later in this chapter. Gone were the two branches that had originated at Stafford Station, as well as the 1.83 mile line from Lake George, to the east.

The mainline remained 11.13 miles long in the report ending 31 December 1881. The 7.0 mile "*East Branch*" (as it had been named in 1880) was now designated as the line "*East from Budd Lake Junction to Lilly Lake.*" A 1.75 mile branch that itself originated from the 7.0 mile branch, appeared for the first time in this year's report.

The yearly reports between 1881 and 1884 are challenging to interpret. There was a change in the period of time covered by each report specified as being for a particular

ANNUAL REPORT

FROM

C. H. HACKLEY & CO.,

WHO ARE OPERATING THE ROAD FORMERLY OWNED

BY THE

LAKE GEORGE & MUSKEGON RIVER RAILROAD CO.,

For the Year Ending December 31st, 1883.

GENERAL REMARKS.

Neither the firm of C. H. Hackley & Co., nor any of its members, ever owned any of the stock of the Lake George & Muskegon River Railroad Company, nor are said firm or any of its members now, nor have they ever been officers, directors, employés, agents, or lessees of said railroad company.

None of the books or papers of said railroad company are now, nor have they ever been, in our possession or control, and for this reason we have been obliged in many instances to answer the following questions "don't know," and we are unable to make a fuller report concerning the affairs of said railroad company than we have done.

On or about the 28th day of November, 1881, the said railroad company, with the consent of all of its stockholders, sold and conveyed its road bed, track, right of way and equipment to John L. Woods, who on or about February 27th, 1882, sold and conveyed the same to Charles H. Hackley, Porter Hackley and Thomas Hume, composing the firm of C. H. Hackley & Co., who have since used said road and its equipment as a logging railroad, using it for the most part in their private business, hauling their own logs.

Neither said firm nor any of its members have ever been connected with said corporation.

We make this report at the request of the Commissioner of Railroads, protesting, however, that the same cannot be legally required of us, nor can we or our property be assessed or required to pay any specific taxes because of our connection with said property formerly owned by said railroad company.

2-7 11th Annual Report of the RR Commission

year. Specifically, the 10th Annual Report, for 1881, covered the year ending 31 December 1881. It was published sometime in 1882. The 11th Annual Report was said to be "*for the year 1883*," and was published in November of 1883. However, it reported data for the year ending 31 December 1882. The 12th Annual Report continued the new format and was "*for the year 1884*." It reported data for the year ending 31 December 1883, and was dated and published 30 November 1884.

The last Annual Report that contains information about the LG & MR is the 11th. Figure 2-7 reproduces the first page (number 601) of those devoted to that particular railroad. The wording for the LG & MR states that it is "*For the Year Ending December 31, 1883*," but that is both misleading and incorrect; the book was published prior to that date (November, 1883) and subsequent pages make it clear that the information in the section for the LG & MR refers to the year ending 31 December 1882. This report was submitted under protest by C. H. Hackley & Company, the owner and operator of the railroad at the end of 1882.

Early in the 11th Annual Report, page vi notes that "*The following companies reported a decreased mileage, the result either of errors in former reports, or perhaps in the case of the Lake George & Muskegon River Railroad Company, the taking up of track no longer operated.*" The length of track abandoned by this railroad during 1882 is reported to be 6.88 miles. Elsewhere in the report, the owners stated that the railroad (still) operated a mainline of 11.50 miles and a single branch line: "*From Junction to Skidways*" of 1.50 miles. This confirms that the line to and beyond Lilly Lake had been abandoned by the end of 1882. However, the LG & MR continued to operate its original 7.5 mile mainline, plus the 3.63 mile extension thereof to the southeast, into the northeast corner of Section 27, Township 18 North, Range 5 West.

Ironically, the success of the railroad in its first few years contributed, eventually, to its demise. After Gerrish demonstrated the feasibility of railroad logging, others rushed to adopt that technology. Clare County timberland, relatively cheap before it could be harvested economically, rose steadily in price. Nonetheless, other loggers continued to buy up land surrounding the LG & MR. Profitability fell, with dirt-cheap land no longer available near the logging line. Late in 1881, Winfield Scott Gerrish sought greener pastures. He and W. J. Miller had controlled the Saginaw Bay & Northwestern Railroad since 1880, and capital was needed to expand that logging line. Funds were obtained by selling the LG & MR to one of its other stockholders, John L. Woods. The transaction occurred 8 November 1881, at a price of $50,000. A bit later, Woods bought Gerrish's remaining uncut timberland, mostly in the northern half of Township 19 North, Range 5 West. That sale, dated 31 December 1881, was worth $5,000. The properties were located in the vicinity of the 1.75 mile branch line that is described in the 10th Annual Report, which ended 31 December 1881.

Woods did not own the LG & MR for long. It was resold on 2 January 1882 for $45,000. The buyers were Charles H. Hackley, Porter Hackley, and Thomas Hume, who conducted business as C. H. Hackley & Company. That deed specifies the precise location of the railroad as it existed then: "*. . . the railroad belonging to the said John L. Woods and heretofore known as the Lake George & Muskegon River Railroad which extends from the Muskegon River in Town number Nineteen North, Range Six West in said County of Clare to Muck Lake (so called) in Town number Eighteen North, Range Five West in the same county, with a branch road called the* ***Budd Lake Branch*** [author's highlight] *extending from the Township first above mentioned to Sections One and Two in said Township Eighteen North, Range Five West, passing through Towns number Nineteen North, Range Five West, including all termini of said railroad and Branches and also all rights of way, depots grounds and rollways, rails, fences, bridges, telegraph lines, station houses and other buildings, engine houses and machine shops, main Branch and side tracks now constructed or in course of construction; also all engines, locomotives, rolling stock and other motive power belonging to said railroad.*

. . . It is expressly understood and agreed that this instrument is made and accepted subject to a lease of a portion of said railroad and of a portion of the rolling stock and personal property belonging to said road heretofore made by said John L. Woods to the Thayer Lumber Company of Muskegon, Michigan having date of January 2nd 1882, which said lease with the interest of said John L. Woods herein is to be transferred to the said parties of the second part herein contemporaneously with delivery of this instrument."

At the time of this purchase, C. H. Hackley & Company was poised to develop another, separate Clare County logging railroad, the Long Lake & Muskegon River Railroad. During 1882, the new owners cannibalized the Budd Lake Branch of the LG & MR, which had been completely removed by the end of the year. How those rails were moved to their new location, northeast of Harrison, has not been discovered. Perhaps the Hackleys and Hume planned, at one time, to reopen and extend the recently abandoned branch line that originated at Lake George and passed east, through Bailey's. The maps presented in Figures 2-10 A and 2-10 B suggest that such a scheme was at least under consideration. Such a link would have been useful in moving excess rolling stock and track material to the site of the Long Lake & Muskegon River Railroad (which is the subject of Chapter 3). However, such a connection was never constructed. The original mainline of the LG & MR continued to operate, under its new owner, for several more years, until 1886.

Since the Michigan Railroad Commission published no information about the LG & MR after the 11th Annual Report, other resources must be used to gain insight into the years following 1882. The 1885 Rand, McNally & Co.'s Indexed County and Township Pocket Map and Shipper's Guide of Michigan contains data that was probably gathered in 1884. It reported, on page 5, that the LG & MR operated one segment of track between Grant and Winterfield Station, and a second line between Bailey's and Lake George. The two segments met at Lake George. Figure 2-8 reproduces that entry. The American Express

31 Kalamazoo, Allegan & Grand Rapids.
See Lake Shore & Michigan Southern.

32 Kalamazoo & South Haven.
See Michigan Central.

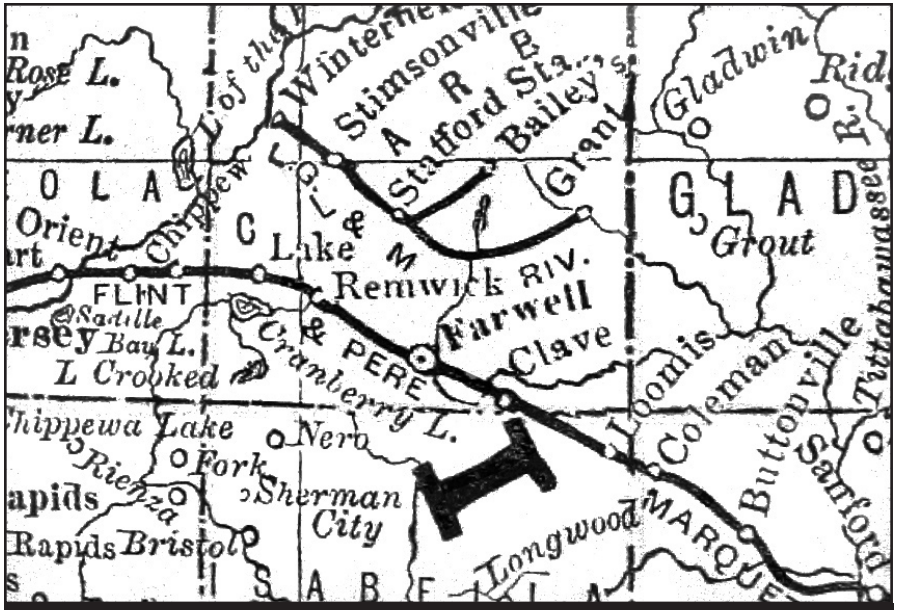
Kalamazoo & White Pigeon.
See Lake Shore & Michigan Southern.

33 Lac La Belle & Calumet.
Lac La Belle, J 24, to Delaware Mine, I 24.

34 Lake George & Muskegon River. Am. Exp.
a Grant, M 8, to Winterfield Station, L 7.
b Bailey's, M 8, to Lake George, M 8.

35 Lake Huron & Southwestern.
See Detroit, Bay City & Alpena.

2-8 1885 Rand McNally Shipper's Guide

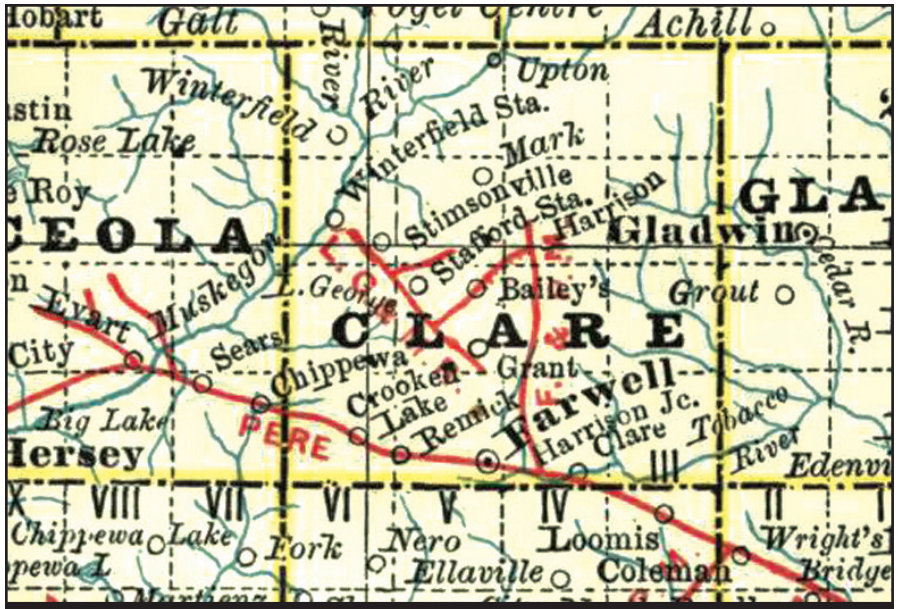


2-9 1879 Rand McNally *Map of Michigan*

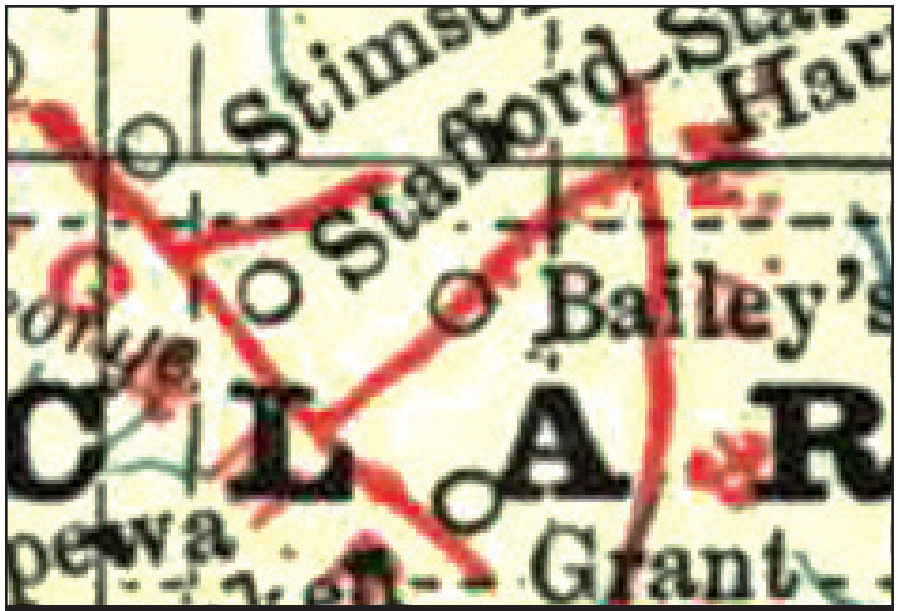
The Lake George & Muskegon River Railroad

Company maintained an agency at Lake George Station. Note that Winterfield Station was in the vicinity of the Muskegon River log dump, approximately where Temple, Michigan is currently located. It was not in Winterfield Township. Grant seems not to have been in Grant Township, but its exact position is uncertain. It probably was at the southeast end of the 3.63 mile extension mentioned above in the 11th Annual Report. Figure 2-9 is part of Rand McNally's 1879 *Map of Michigan*. Though not to scale, it is possibly consistent with that location for Grant.

In the above Rand McNally shipper's guide of Michigan, the presence of the second segment of track is important. It means that the 1.83 mile right-of-way from Lake George toward the east (to Bailey's), abandoned during 1880, had been reopened. This is reinforced by Figure 2-10 A, part of the 1881 Rand, McNally & Company map *Michigan, Northern Michigan and Lake Superior*. Figure 2-10 B enlarges portions of this map.



2-10 A 1881 Rand McNally Map



2-10 B Enlargement of Figure 2-10 A

A deed signed 4 April 1886 and recorded in Clare County Deed Book 12, page 230, suggests that even at that late date, logging continued to take place in the territory served by the LG & MR. With that document, C. H. Hackley bought a quarter interest in timberland in Township 18 North, Range 5 West. The properties identified in the document were located in Sections 14, 26, 28, and 29.

A long-running legal case concerning the assets of the LG & MR has been abstracted by Jon H. Ringelberg. The issue was finally concluded on 1 July 1886 when attorneys for the Auditor General of Michigan, and for C. H. Hackley and his associates, signed an official Stipulation agreeing to the conclusions made by the Michigan Supreme Court in the matter. The record indicates that all assets of the railroad were still in existence and under control of the Hackley group.

Two publications from 1887 are relevant, although they present conflicting information. Inconsistencies between the two might be explained by the possibility

that information presented in each may have been obtained at significantly different times. Poor's Directory of Railway Officials has an entry for the LG & MR on page 83: "*Lake George and Muskegon River RR. – Bailey Station to Winterfield, 20 miles. This is a private logging railroad, owned by C. H. Hackley & Co., of Muskegon, Mich.*" A separate listing in the same book reported: "*Hackley & Hume. Owners of 12 miles of railroad; gauge, 4 ft. 8 in.; locomotives, 3; cars, 54; located in Clare Co., Mich.; P. O. address, Muskegon, Mich.*" The second description refers to the Long Lake & Muskegon River Railroad.

The 12 February 1887 issue of *Northwestern Lumberman* supplies an indirect indication of the demise of the LG & MR. This oft quoted reference describes all 87 logging railroads known to be operating in Michigan on that date. From Clare County, the 12 mile Long Lake & Muskegon River Railroad owned by Hackley & Hume, and the 10 mile Harrison & Muskegon River Railroad, built by H. C. Akeley, were both included. But the LG & MR was absent, suggesting that its operating life had finally come to an end.

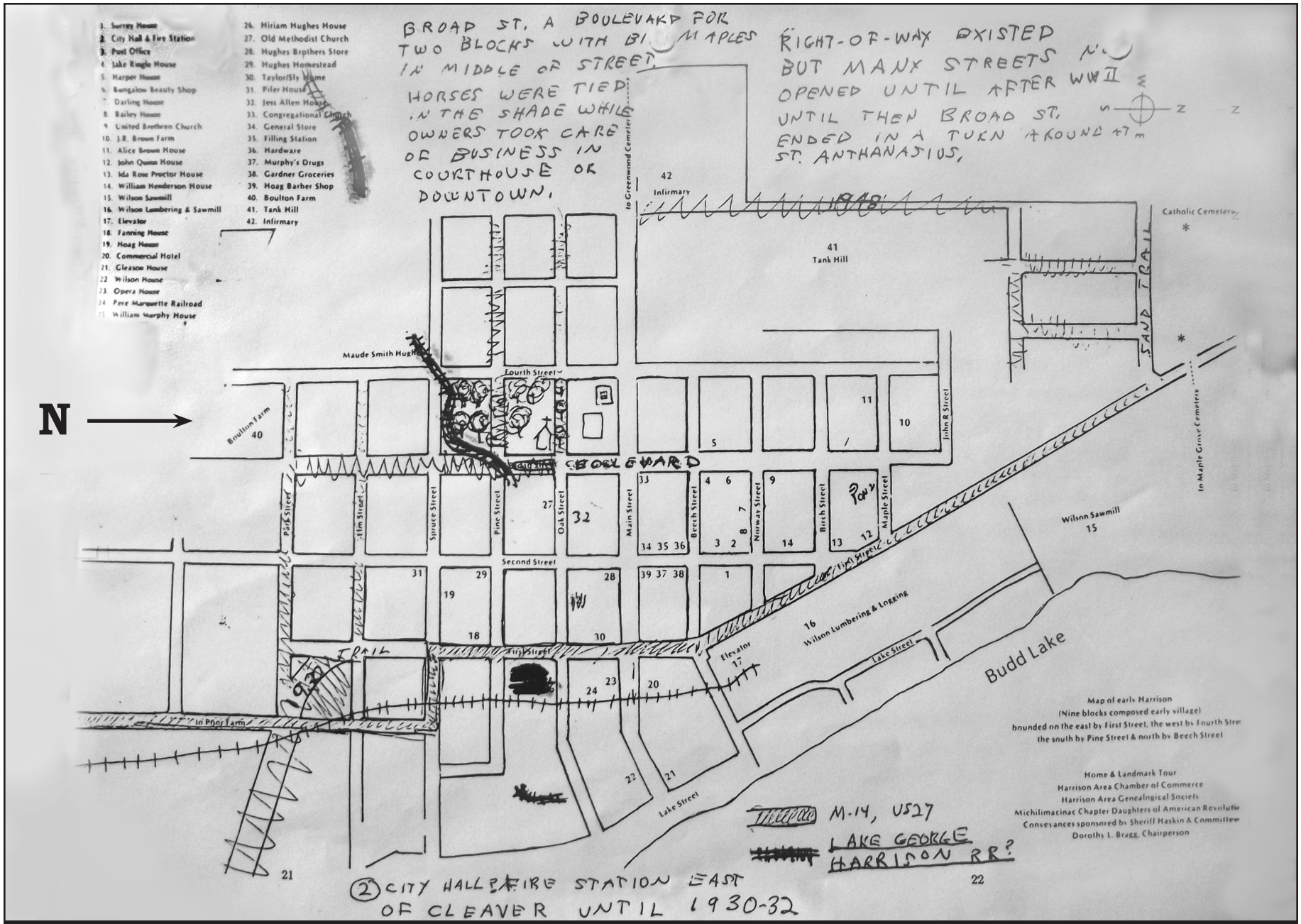
Two additional issues are worthy of discussion. First, did the LG & MR ever link directly to the F & PM mainline? Soon after its founding, the directors of the LG & MR considered building a right-of-way toward the south, establishing a link with the F & PM at Farwell. This would have allowed improved access to supplies needed by the railroad and the logging camps situated along the line. Several maps show such a connection, including Gamble's 1880 *County and Township Map of the States of Michigan and Wisconsin*, which is presented in Figure 2-11. However, there is no corroborating evidence that such a connection was ever made.

A second issue should also be considered. The occurrence of names like "Budd Lake Junction" and "Budd Lake Branch" suggests that there might have been some sort of connection between the LG & MR and the region where Budd Lake and Harrison are located. It is possible that this might have taken place through an interchange with a branch of the S & CC. When the LG & MR began operating its branch to Lilly Lake in 1879, the S & CC had selected Harrison as its terminal. The S & CC commenced service to that city in 1880. The origin of the branch to Lilly Lake at a place called "Budd Lake Junction" confirms the expectation that traffic would eventually flow to and from Harrison. By the time C. H. Hackley & Company bought the LG & MR (see the deed quoted on page 24) the branch to Lilly Lake had actually become known as the "Budd Lake Branch." But that branch was abandoned less than a year after the sale.

Nonetheless, historical documents contain another recording of the term "Budd Lake Junction." In Figure 2-2 on page 19, footnote "k," at the bottom of the figure, refers to the phrase "Later called Budd Lake Junction." The reference is to the western end of the 1.83 mile branch line that was constructed from the village of Lake George in 1877. Unfortunately, there is no definite information given as to how much "later" this name was

2-11 1880 Map by Gamble

The Lake George & Muskegon River Railroad



2-12 Circa 1991 Merlin (Roy) Allen's Map of Part of Harrison, Michigan - North is on the Right

used to indicate the Lake George location. But logic would suggest that it was after the branch line toward Lilly Lake, from Stimsonville, had been removed.

Figure 2-6 suggests that by about 1880, the Lilly Lake Branch was operating (it had been constructed in 1879) and an extension to Harrison was contemplated. However, the Saginaw & Clare County Railroad reached Harrison in 1880, and its parent company, the Flint & Pere Marquette Railroad already controlled the lion's share of the timber in that area. Figures 2-10 A and B, from 1881, imply (erroneously, it turns out) that a connection to Harrison had already been constructed east from the Lake George & Muskegon River Railroad branch line which passed through Bailey's. Apparently, Winfield Scott Gerrish realized that it was impractical to compete for timber in the Harrison area. He sold his interest in the Lake George & Muskegon River Railroad in November 1881, and turned his attention to construction of the Saginaw Bay & Northwestern Railroad in Bay County.

However, a written narrative archived at the Clare County Historical Museum makes a convincing argument for the existence of some sort of rail connection between Lake George and Harrison. The map that accompanied this document is reproduced in Figure 2-12. The associated text was written by Merlin "Roy" Allen. It reads: "*Did a 'Lake George to Harrison' railroad actually exist? I think the answer is yes. It has been said that one of the reasons for locating the county seat in Harrison was just for that fact. Certainly, the abandoned railroad beds would lead one to believe that.*"

"I was born in Harrison in 1918, and by 1924, I was prowling the woods with other boys. We knew many trails which followed old railroad grades. One such trail started at the edge of Muller's Field, now the site of Stockings' Funeral Home. Buildings covered it, but it emerged briefly eastward near the Pere Marquette tracks, south about two or three blocks from the depot, in 1991 the location of Ashcraft's Market."

"The old grade followed a south and west course, through the present site of the St. Athanasius parking lot and crossed the Clarence Road. Farming had obliterated the roadbed in the area of the football field, but it picked up again in the woods. It followed a course around the hillsides near the high school and about a mile through what they called the Old Durham Place. I hunted rabbits and partridges in that area, never following the old grade any further [sic]*."*

"My father, Jesse Allen, who came to Harrison about 1882 as a toddler, said it was the old Lake George spur. He said it as though everyone was supposed to know that, and I never questioned him. He was fascinated by the story of the moving of the engines, however, and he always wished he could learn the facts."

"Probably there is more to be learned by history buffs. Certainly it would be a challenge to hunt the old grade out and walk it all the way to Lake George. Somewhere in old records, there probably are many fascinating sidelights."

"The last time I walked that grade was with David Williams, and the Japs bombed Pearl Harbor while we hunted. On that afternoon we took occasion to check out an old settler's location, where a small cactus struggled to survive in the debris. It probably was 70 years old that day, and it would be 120 if still alive. – Merlin (Roy) Allen"

St. Athanasius Catholic Church is located at the corner of Spruce and S. Broad Streets, at 310 S. Broad Street in Harrison. See Appendix D-1 on page 88.

The author believes that Merlin Allen must have been confused by the orientation of the base map he used when creating the document represented by Figure 2-12. That map is rotated 90 degrees clockwise compared with the usual orientation, which has north at the top. If one imagines the map, if rotated to the usual orientation, but left the grade unrotated, the visible right-of-way would

line up reasonably well with the known pathway of the Harrison & Muskegon River Railroad.

Local historians have long pondered the existence of such a right-of-way. The author concludes that it existed, but not as a direct connection. It involved at least three different railroads: the Harrison & Muskegon River Railroad, the Nolin Lumber Company Railroad, and the Ann Arbor Railroad. Because these lines operated at different times, it was never possible to travel directly between Lake George and Harrison by train. See Appendix D-2 on page 88 for a map.

At the time when Winfield Scott Gerrish sold the LG & MR, sizable amounts of unharvested timberland remained near or adjacent to the line. Chapters 3 and 5 will explore the activity of other loggers as that timber was removed.

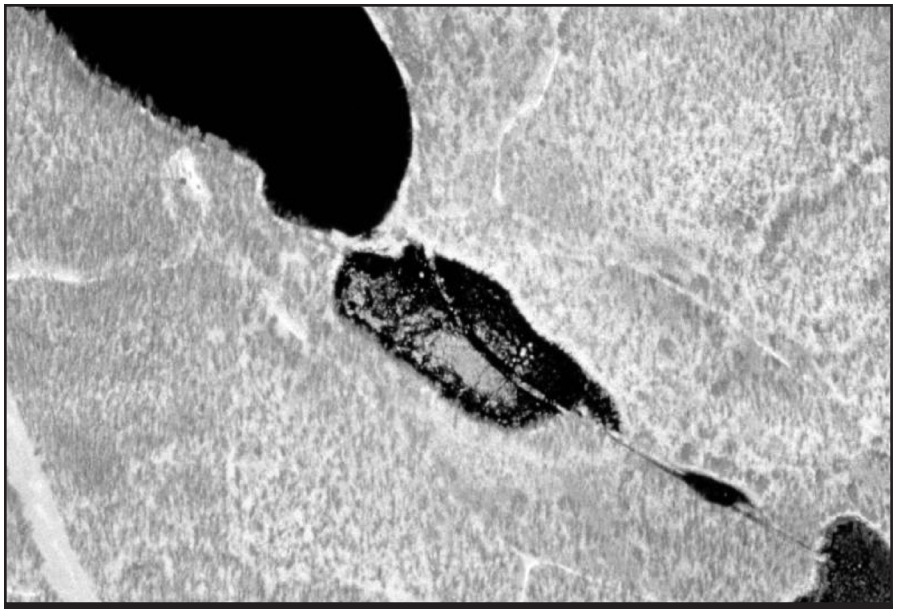
Contrary to some published accounts, all of the right-of-way that began to see trains again, when the TAA & NM began operating in Clare County, had to be purchased from private owners, to whom those properties had reverted or been sold. One such owner was Turlington Walker Harvey, a Chicago lumberman and owner of a sawmill in Muskegon, Michigan. A Biographical History, with Portraits, of Prominent Men of the Great West reports that he had invested in the LG & MR in 1878 and used it, along with the Muskegon River, to bring logs to his Muskegon mill. Although this statement may have some basis in fact, Harvey's name never appears in the LG & MR section of the yearly reports published by the Michigan Railroad Commission. Harvey did buy 13,200 acres of land from Winfield Scott Gerrish on 23 June 1881. Superficially, the price of $0.76 per acre suggests that a majority of the marketable timber had already been removed. On the other hand, the sale may well have represented a mechanism by which Gerrish allowed Harvey to recover the value of an earlier investment in some undisclosed transaction. Harvey was a shrewd businessman; thus, there probably was a significant amount of residual timber on those acres.

There is little doubt that Harvey's logging business used the LG & MR to deposit logs at the Muskegon River rollway during 1883 and 1884. At a delinquent tax sale held on 22 March 1884, Harvey purchased a substantial amount of partially depleted timberland from the Auditor General of the State of Michigan. Located in Township 18 North, Range 5 West, those properties included land in Sections 3, 4, 6, 7, 10, 14, 15, 17, 18, 21, 22, 23, and 28. These parcels contained approximately 3.75 miles of the right-of-way still in use by the L G & M R.

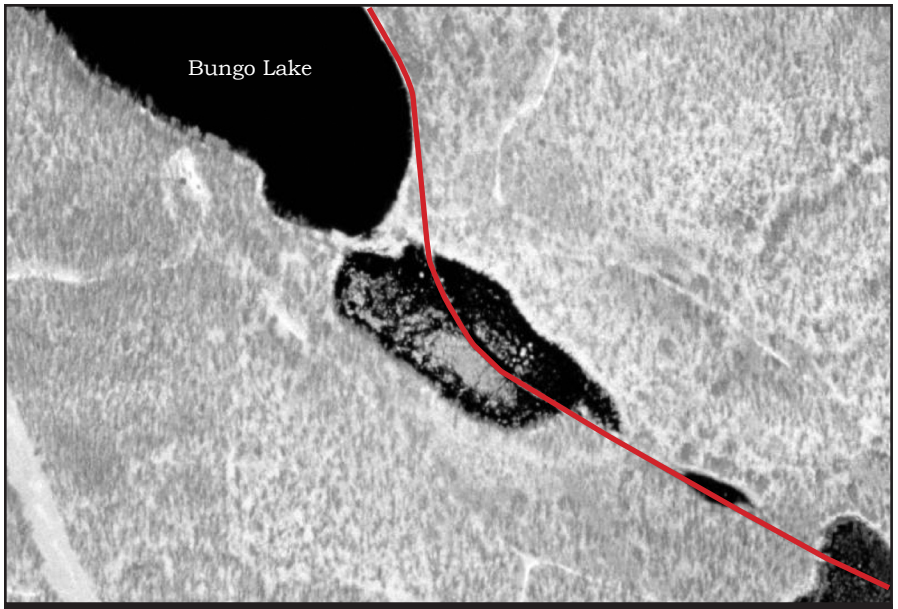
Ammi Wright had been involved with the timber business in Clare County as early as 1867. The 21 March 1883 issue of *Lumberman's Gazette* reported that he was building roadbeds in Sections 9, 16, 17, 18, 19, and 20 of Township 18 North, Range 5 West (see Appendix D-3, page 88) and in Sections 12 and 21 of Township 20 North, Range 3 West (Franklin Township). Those in Lincoln Township must have connected with the LG & MR.

Josiah L. Littlefield purchased partially harvested Clare County timberland in August of 1884. It included all of Section 27 and the southwest quarter of the northeast quarter of Section 29, both in Township 18 North, Range 5 West. Nearby LG & MR grades provided a convenient method for sending felled logs to the mill. Later, in 1898, Littlefield constructed a narrow gauge logging railroad that originated at Farwell. See Chapter 5 for a description of that line.

Although technically, the railroad remained under the ownership of C. H. Hackley & Company (according to the 1887 Poor's Directory of Railway Officials, which used data from 1886), it is possible that Harvey was actually operating it by then. The precise date when the LG & MR carried its last log has not been determined. Likewise, it's not clear whether LG & MR rails were still in place right up to the time when the Toledo, Ann Arbor & Cadillac Railway (TAA & C; the construction railroad which built the TAA & NM) began hauling track material over the line. That event occurred sometime before the completion date of the TAA & C (December of 1887). On



2-13 A 1998 Cribbing SE of Bungo Lake

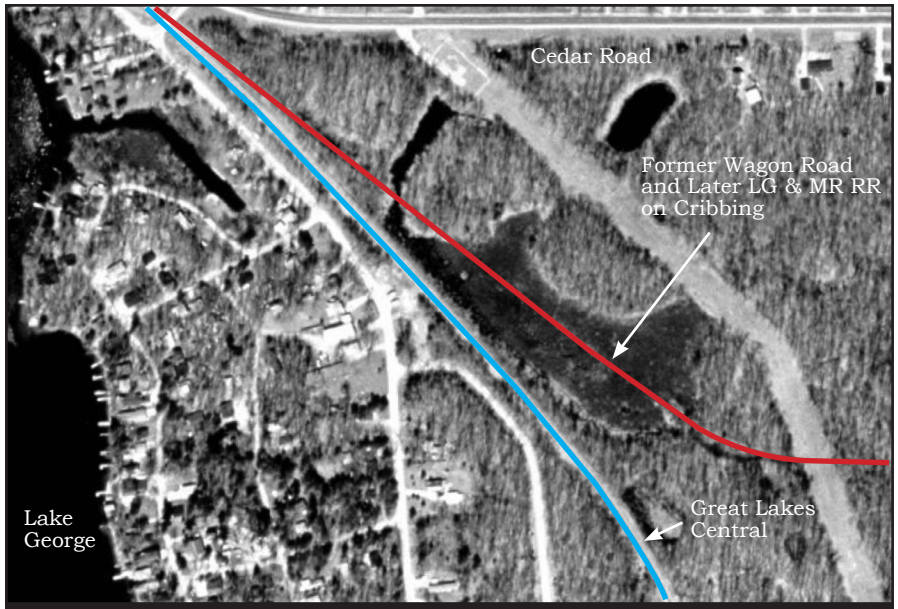


2-13 B Former Wagon Road and Later RR

2-14 A 1998 Cribbing West of Bertha Lake

2-14 B Wagon Road in Brown-RR in Red

2-15 A 1998 Cribbing in Sec. 16 of T18N, R5W



2-15 B LG & MR RR and Current Railroad

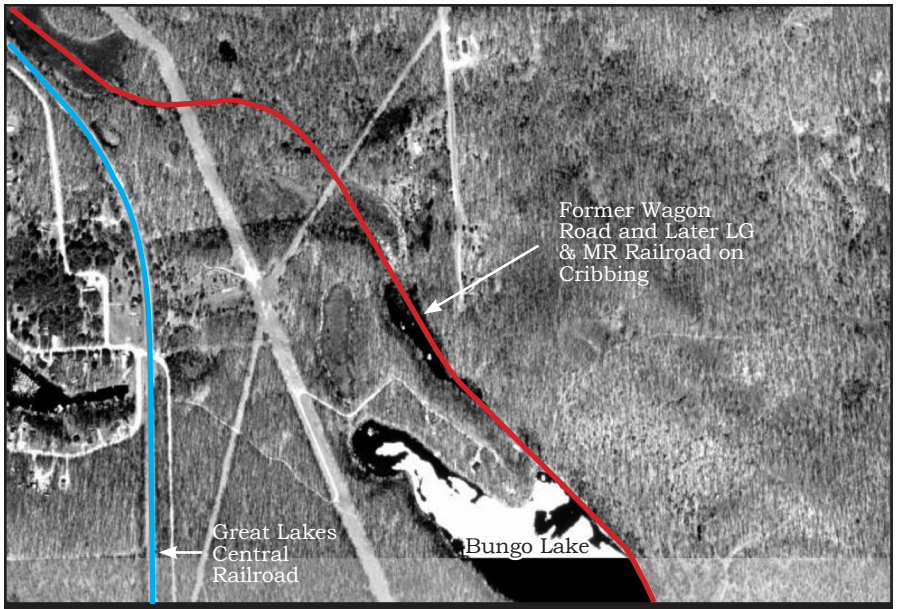
5 December 1888, Turlington Harvey sold the LG & MR right-of-way through Sections 6, 7, 8, and 21 of Township 18 North, Range 5 West, to the TAA & C.

Before touring the LG & MR, it is helpful to discuss the wagon road used to deliver supplies to the camp at Lake George. No map has been located which specifically shows the path selected for that road. The quote from *Farwell-The First Fifty Years* (presented on page 17) declares that it originated from the preexisting Old State Road in the northeast corner of Section 2, Township 17 North, Range 5 West. From there, it travelled north, passing sucessively through Sections 35, 26, and 27 of Township 18 North, Range 5 West; from there, it entered Section 22 east of Bertha Lake, where a 500-foot segment came north along the section line. Immediately north of that point, it curved northwest to cross Bertha Lake.

The second paragraph of the *Farwell-The First Fifty Years* quote is best understood by recalling that only the third locomotive used on the LG & MR arrived via the wagon road. That was in 1878, the same year that the 3.5-mile extension from Lake George to Bertha Lake was put in service. Using the limited data available, the author believes that when the 3.5-mile extension was built, it was placed directly upon the preexisting wagon road, between Lake George and Bertha Lake. That path crossed Bertha Lake. Evidently, the right-of-way crossing the lake became unstable when relatively heavy railroad rolling stock began using it (compared with wagon traffic), resulting in the rerouting of track to the south shore of Bertha Lake.

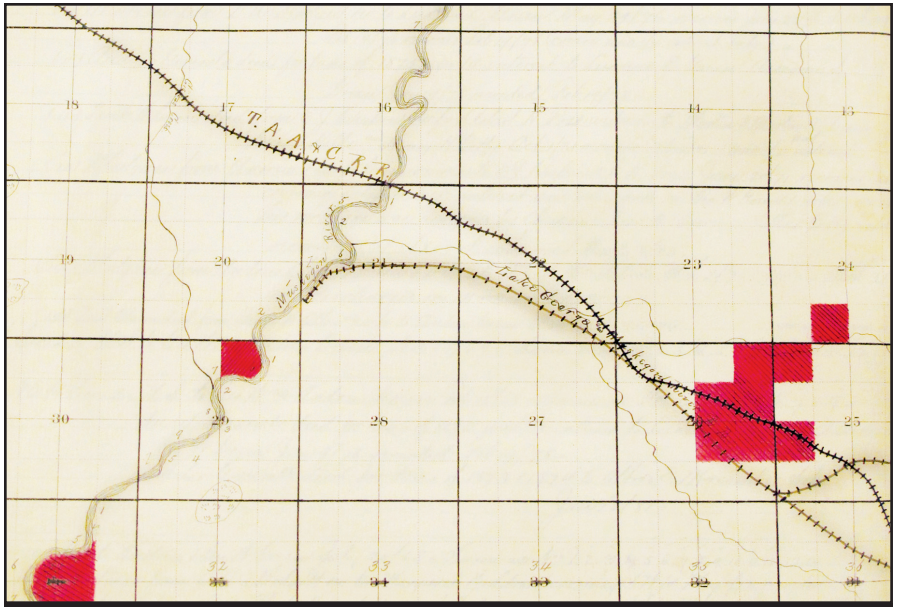
Amazingly, a good deal of former right-of-way can still be appreciated in 1998 aerial photographs of the terrain around Bungo and Bertha Lakes. This is true despite the fact that many of the logs used in the crib work there were salvaged in 1930 by Miller and Pfannes, who operated a sawmill at the southeast end of Bungo Lake (see *Farwell-The First Fifty Years*).

2-16 A 1998 R-of-W North of Bungo Lake

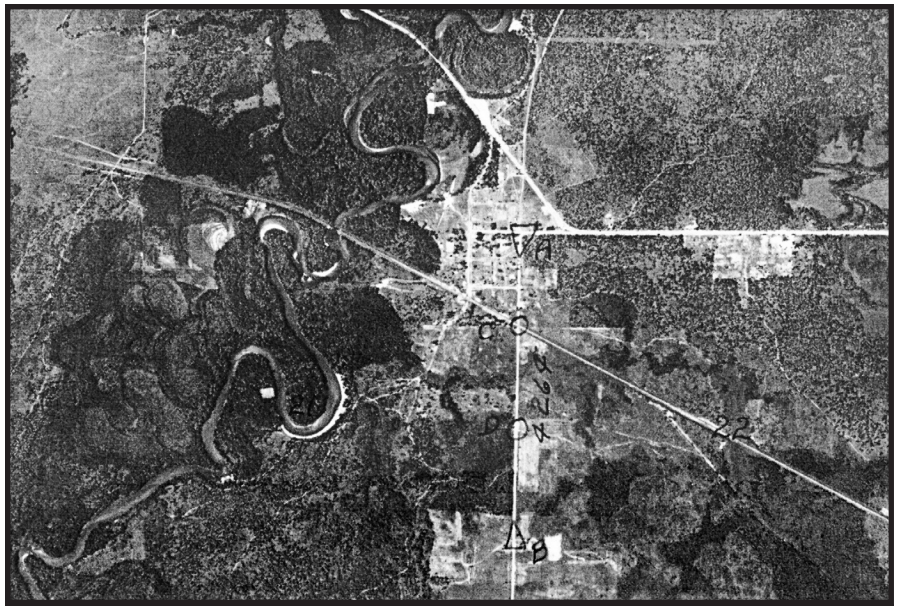


2-16 B Grades in Color

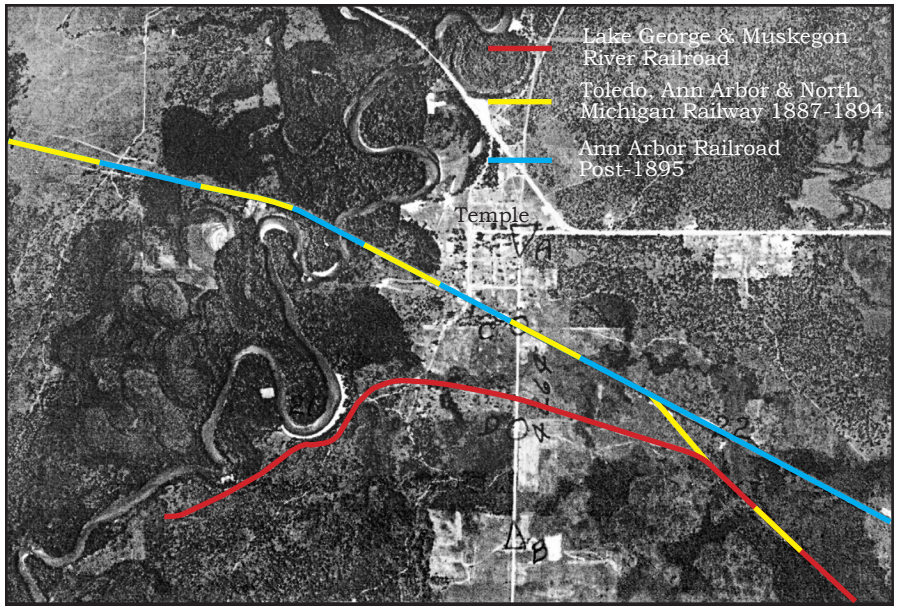
2-17 1998 Blow-up of Figure 2-16 A



2-18 1880s Redding Twp from Blodgett Papers



2-19 A 1938 Aerial Photograph at Temple


Lake George & Muskegon River Railroad
Toledo, Ann Arbor & North Michigan Railway 1887-1894
Ann Arbor Railroad Post-1895
Temple

2-19 B Grades in Color

2-20 2013 View NE 200 Feet South of Bridge

2-21 2013 View SW 150 Feet SW of Fig. 2-20

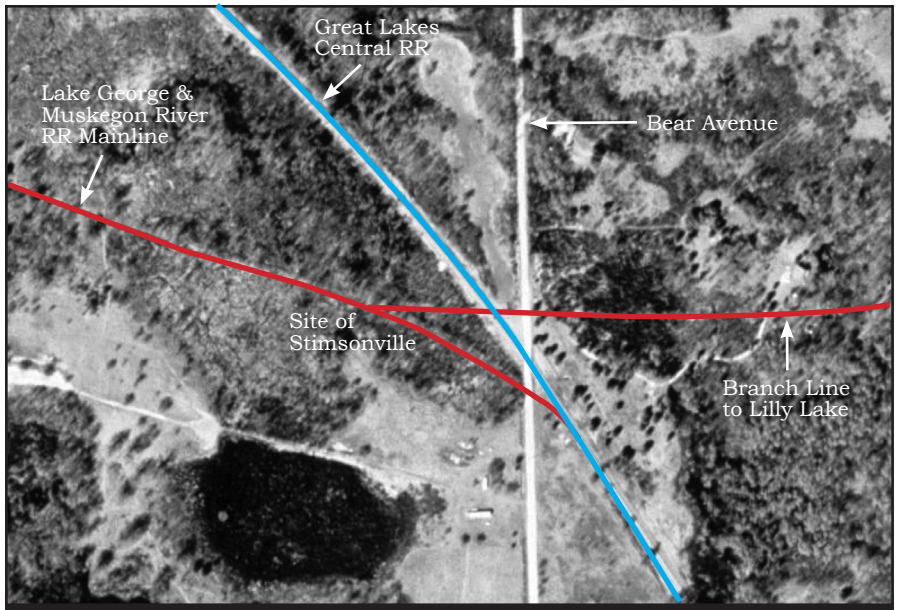
2-22 2013 View SW, Farther SW, near River

2-24 2013 View NW from Cook Road

2-23 2013 Looking S at Log Banking Grounds

2-25 2013 View E from Cook Road

2-26 A 1998 Former Site of Stimsonville



2-26 B Grades in Color

Figure 2-13 A displays the remains of crib work between Bungo Lake and the area immediately west of Bertha Lake. The right-of-way is superimposed in Figure 2-13 B. Figures 2-14 A and B are similar views at Bertha Lake.

An additional feature is visible in Section 16, Township 18 North, Range 5 West. There, the crib work crossed a waterway lying northeast of the current Great Lakes Central Railroad. Figures 2-15 A and B show the aerial view in that area. From there, to Bungo Lake, recent aerial photographs demonstrate the path taken by the wagon road and later, by the railroad. See Figures 2-16 A and B. An enlargement Figure 2-16 A is presented in Figure 2-17. Arrows indicate the likely path travelled by supplies (and later, by log trains) as they were forwarded to the headquarters camp, from late 1876 through the beginning of 1878.

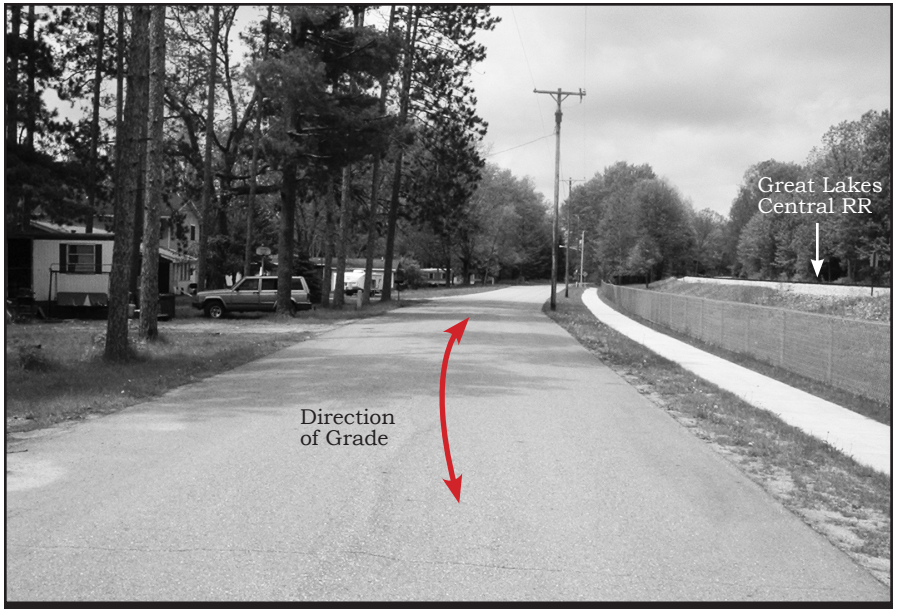
This touring the LG & MR mainline begins at the Muskegon River log dump. Figure 2-18 is a map from Volume 27 of the Blodgett Family Papers, preserved at the Bentley Historical Library, and produced in the 1880s. The banking grounds of the LG & MR stretched for more than a quarter mile along the Muskegon River, in Township 19 North, Range 6 West (Redding Township). A similar region appears in Figures 2-19 A and B, derived from a 1938 aerial photograph. Figure 2-19 B has various grades added.

Figures 2-20 through 2-23 are photographs made during a 2013 visit to the log dump, guided by Gail and Al Vanderbrink. Figure 2-20 was made immediately south of Temple. It faces northeast, approximately 200 feet south of a bridge crossing Halford Creek. The road on the left leads north, to Temple. Figure 2-21 looks in the opposite direction, about 150 feet farther southwest. The railroad occupied the cut that curves to the left. Two hundred feet farther along, Figure 2-22 shows Al Vanderbrink walking southwest on an elevated grade. The grade ends abruptly, before reaching the river. In Figure 2-23, which looks south and slightly west along the river, the right-

2-27 2013 View NW from Lilly Lake Road

2-29 2013 View NW from N of West Park St.

2-28 2013 View NW from N of Shingle Lake



2-30 2013 View NW along West Park Street

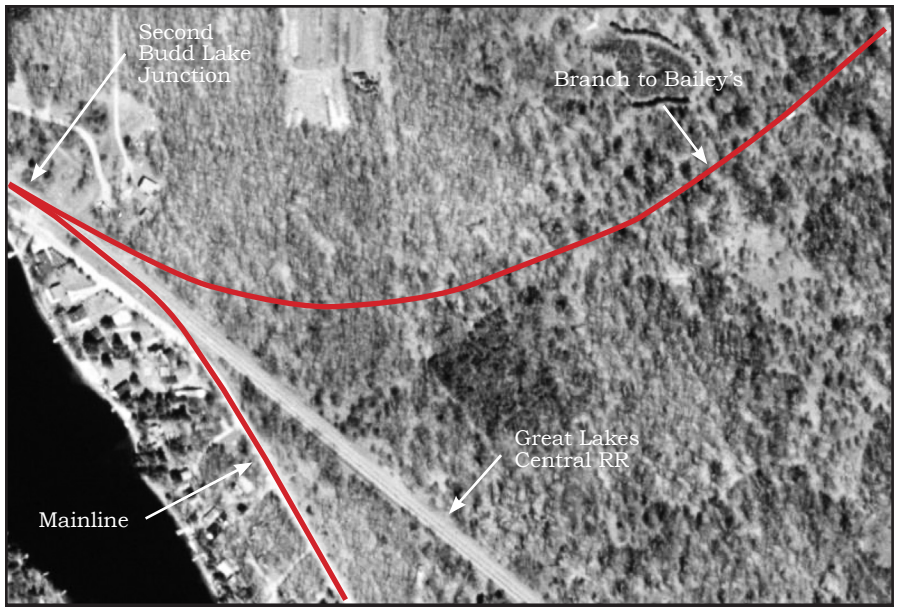
of-way is behind low trees. This stretch of riverfront was the place where logs were stored while waiting for high water on the river. It was often called “the log banking grounds.”

Moving southeast along the LG & MR right-of-way, the next two figures are photographs obtained from Cook Road. Figure 2-24 is the view northwest, while 2-25 looks east.

Stimsonville, later called Clarence, was located at the place where the LG & MR branch to Lilly Lake left the mainline. Immediately south of that point, the grade of the AAR follows that of the LG & MR for a short distance, perhaps 130 feet. Farther south, the two rights-of-way diverge. Both Stimsonville and Clarence were located where the current Great Lakes Central Railroad crosses Bear Avenue. Currently, no remnant of the LG & MR is visible from that roadway, and no organized municipality exists there. However, the 1998 aerial photograph

2-31 2013 View SE from Bringold Avenue

2-32 A 1998 Grade Remnants at Lake George



2-32 B Grades in Color

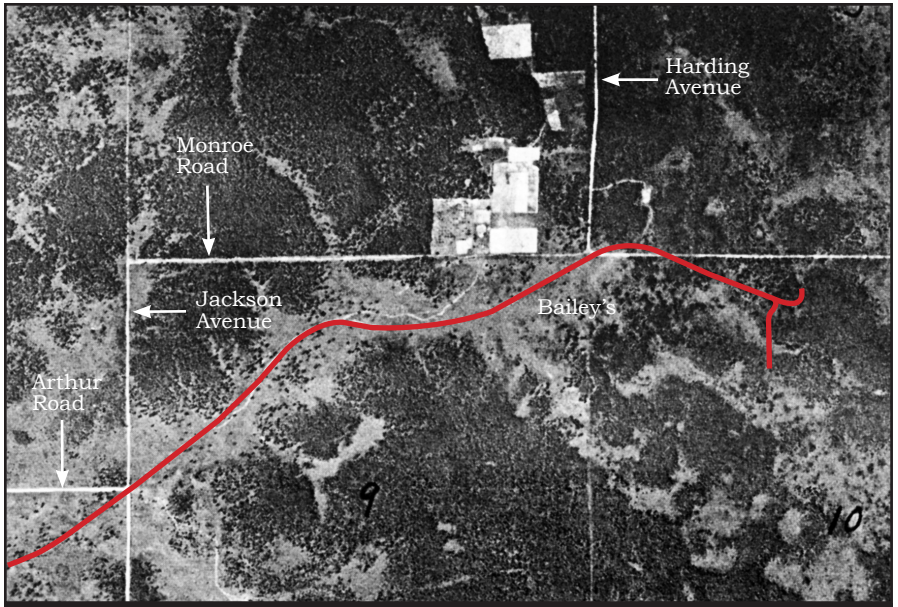
presented in Figures 2-26 A and B reveals footprints of the older grades.

At Lilly Lake Road, a still visible grade was used by the LG & MR and later, between 1887 and 1894, by the TAA & NM. The crossing is at 6425 Lilly Lake Road, approximately 200 feet west of the current Great Lakes Central Railroad track. Farming has obliterated all trace of the right-of-way in the field south of the road. To the north, the elevated grade is found in dense forest. It is somewhat obscured by foliage in Figure 2-27, a photograph made facing northwest.

Marvin Howard, a life-long resident of the Lake George area, showed me several places around Lake George where traces of the old rail line are still visible. Unfortunately, the former site of Stafford Station is currently on private property and was inaccessible the day I visited. South of Stafford Station and north of Lake George, the LG & MR right-of-way is easily identifiable as a trail through the woods. It lies east of swampy land, west of the Great Lakes Central Railroad track, and north of Shingle Lake. Figure 2-28 was made facing northwest along the trail. The logging grade is straight ahead, while a service road leading to the Great Lakes Central Railroad ascends on the right. Figure 2-29 came from a position farther south, a short distance north of the northern end of West Park Street. Again, the view is northwest.

Within the village of Lake George, Figure 2-30 is a photograph made while standing on the former LG & MR right-of-way, which is now West Park Street. The view is northwest, from a position immediately west of Bringold Avenue. Gerrish's logging camp was on the left side of this picture, between West Park Street and Shingle Lake. Photographed from the same location, Figure 2-31 faces in the opposite direction. A remnant of the LG & MR grade can be seen just across Bringold Avenue, where it merges with the current Great Lakes Central Railroad right-of-way. From here, to a point approximately 1,600

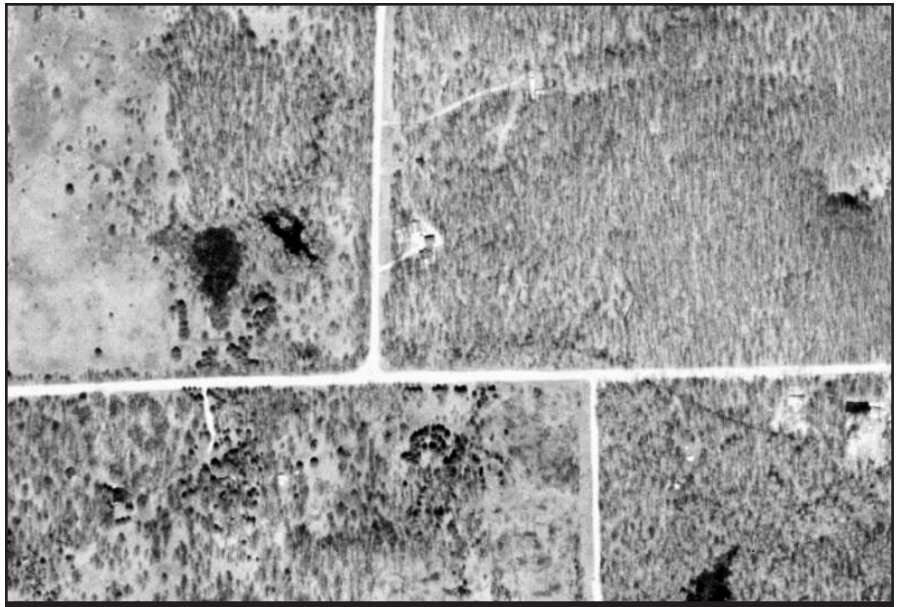
2-33 A 1938 Aerial Photograph at Bailey's



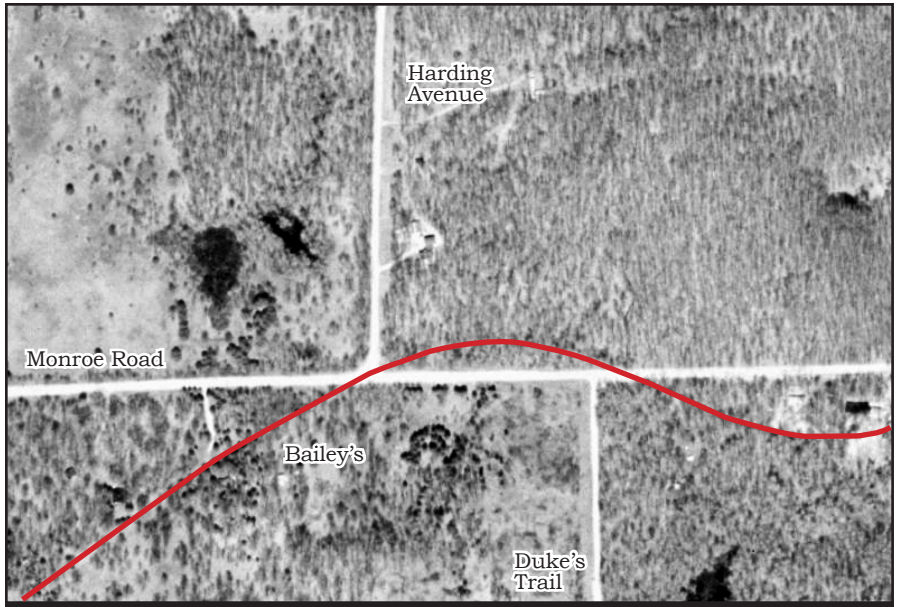
2-33 B Grade in Color

2-34 2013 View SW toward Jackson Avenue

2-35 2013 View NE along Grade in Cut



2-36 A 1998 Aerial Photograph at Bailey's



2-36 B Grade in Color

feet east of Lake George Avenue, the LG & MR grade was reused by the TAA & NM after 1887 and by the AAR after 1895. A visit to points of interest along that segment of track is included in Chapter 4.

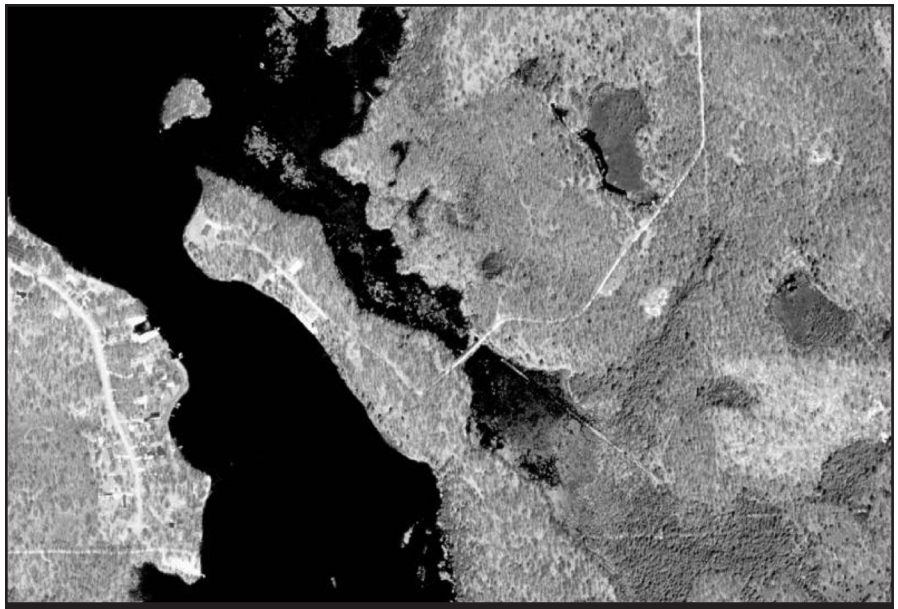
Turning attention to the branch line which travelled east from Lake George, the first 1.83 miles of this track was built in 1877 and passed through the logging camp known as Bailey's. It is visible at the top of Figure 4-18, under "Lake George" in bold type. Its origin can be imagined in Figures 4-16 and 4-17, at the place where the rails begin to turn toward the right. There, the branch line extended straight ahead for a short distance before curving left. Figures 2-32 A and B are part of a 1998 aerial photograph of the area where the "Old Railroad Grade" is noted in Figure 4-18. The right-of-way can still be discerned more than 145 years after it was built, and 138 years after it was abandoned by the LG & MR.

The branch line can next be found near the intersection of Arthur Road and Jackson Avenue. Currently, the east end of Arthur Road curves south to merge with Jackson Avenue. But years ago, these two roadways met at a right angle and the abandoned grade came right across that junction point. Figures 2-33 A and B are part of a 1938 aerial photograph of this intersection. Figures 2-34 and 2-35 are photographs made at the same place in 2013. Figure 2-34 faces southwest toward Jackson Avenue. Figure 2-35 looks in the opposite direction. A driveway, leading to the visible residence, can also be seen on the left side of Figure 2-34.

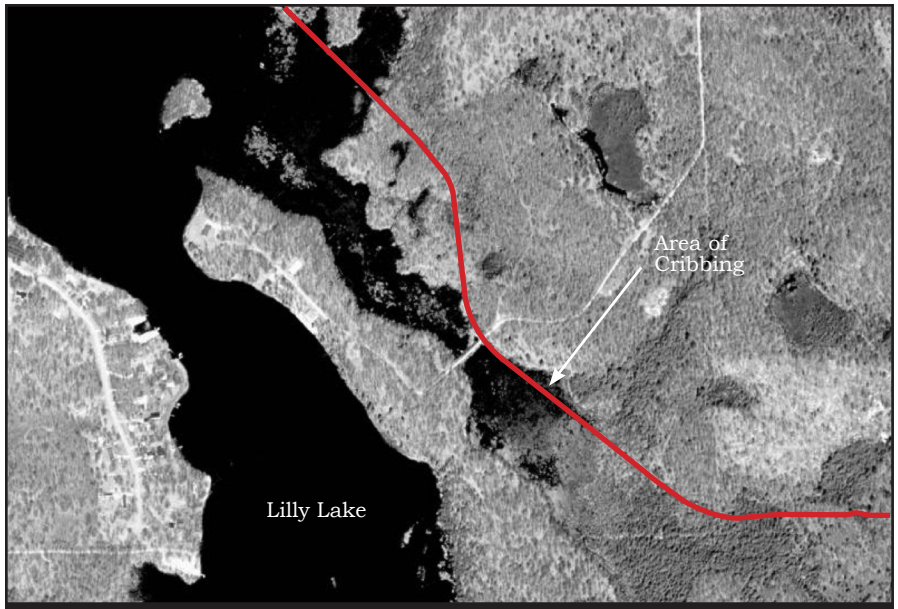
Figure 2-33 B indicates the location of Bailey's. This logging camp appeared in the 1879 Rand, McNally & Company *Map of Michigan* (see Figure 2-9 on page 25). It was near the northeastern end of the 1.83 mile branch line built by the LG & MR during 1877. It may have been named after Alexander Bailey. A few years after that date, when the 1880 Federal census was taken, that man's name was on page 8 of the returns for Winterfield Township (Redding Township was then a part of Winterfield) of Clare County. Mr. Bailey was enumerated

2-37 2013 View SW across Monroe Road

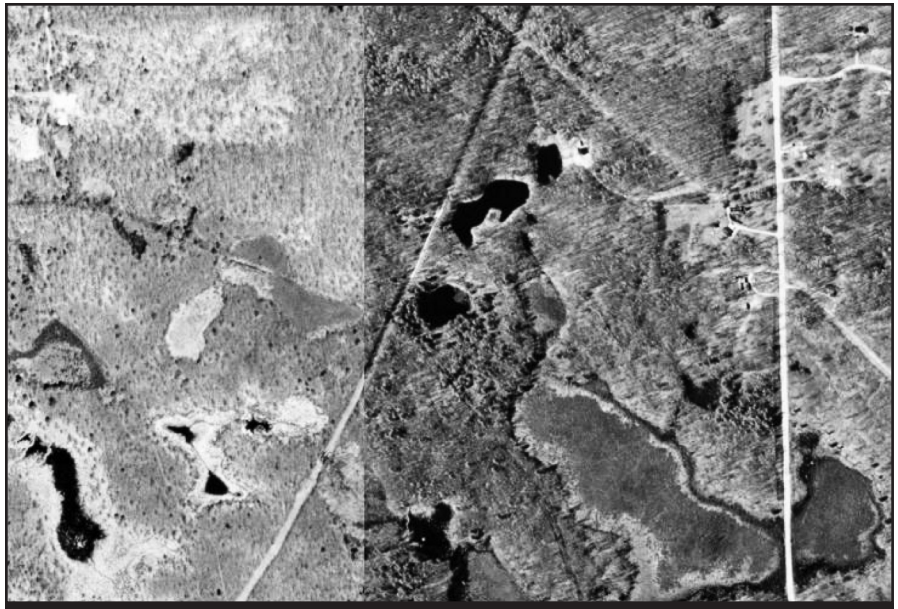
2-38 2013 View SE at 2875 Monroe Road



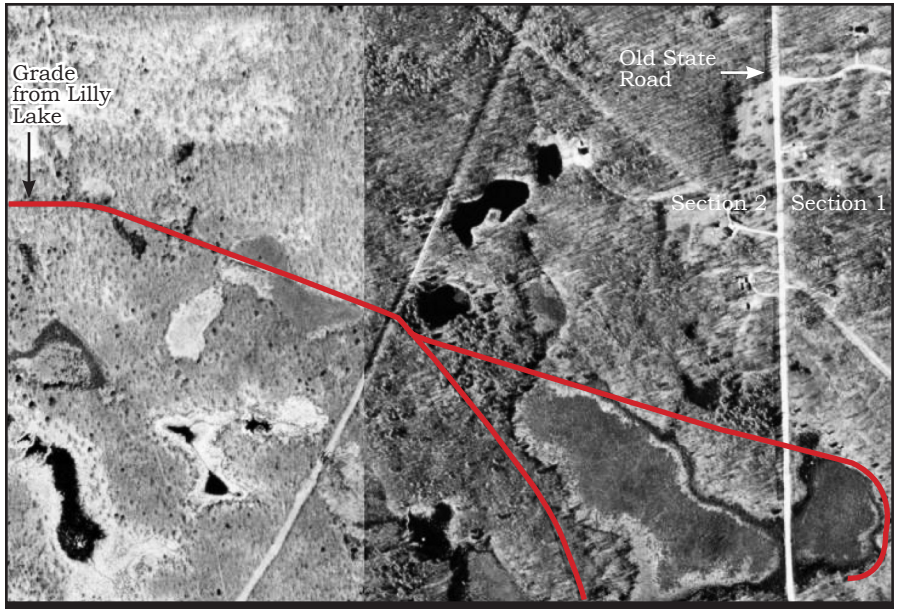
2-39 A 1998 Branch Line at Lilly Lake



2-39 B Grade in Color



2-40 A Branch Line SE of Lilly Lake



2-40 B Grade in Color

2-41 A 1938 LG & MR Connection to Harrison

2-41 B S & CC Grades in Color

as 25 years of age and a foreman at T. D. Stimson's Camp # 3, located on the LG & MR. That camp was identified as Stimsonville.

The 1.83-mile branch continued east for a short distance beyond Bailey's and crossed the intersection of Monroe Road and Harding Avenue. Figure 2-36 A is a 1998 aerial photograph of that intersection. The grade is easier to see than in Figure 2-33 A. The right-of-way is highlighted in Figure 2-36 B. Figure 2-37 is a 2013 photograph made about 260 yards east of the intersection. The view is southwest, across Monroe Road, at approximately the place where Duke's Trail joins it. Immediately to the east, the grade crosses to the south side of Monroe Road. It is highly visible at 2875 Monroe Road, where Figure 2-38 faces southeast along the right-of-way. Bailey's almost certainly was the origin of one or more skid roads.

Moving northeast brings us to the region of Lilly Lake. Here the branch line, which originated at Stimsonville,

2-42 2013 View SE along the Grade

The Lake George & Muskegon River Railroad

2-43 2013 Closer View of the Grade

2-44 2013 View NE across Swamp

passes along the east side of the lake. Figures 2-39 A and B come from a 1998 aerial photograph. Figure 2-39 B traces the path of the branch coming from Stimsonville and demonstrates another place where crib work appears to have been used to cross part of Lilly Lake.

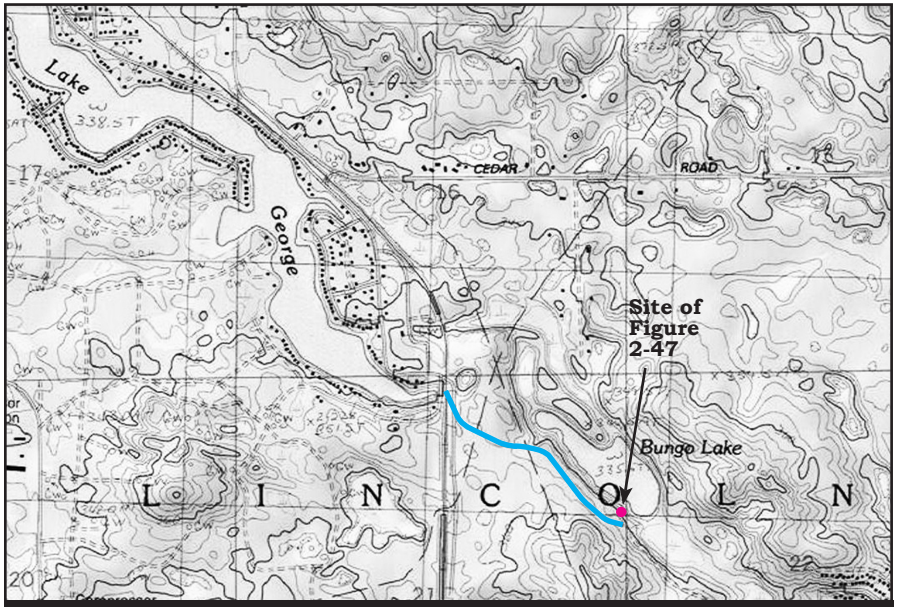
Farther east, Figure 2-40 A and B use another 1998 aerial photograph to illustrate the place where the branch line to Lilly Lake split into two parts, before the line terminated in Sections 1 and 2 of Township 18 North, Range 2 West. This conforms to the description of the branch found in the deed wherein John L. Woods sold the LG & MR to C. H. Hackley & Company.

Closer to Harrison, Figures 2-41 A and B are taken from a 1938 aerial photograph at the junction of Larch Road and Harrison Avenue. The grade along Larch Road was previously, erroneously thought to have been part of a LG & MR connection to Harrison. However, the author now believes that all grades noted here were constructed by the S & CC. That segment of S & CC grade (along Larch Road) appears on the 1884 map displayed by Figure 1-1. Look for it in Section 31 of Township 19 North, Range 4 West (Hayes Township).

Figures 2-42 through 2-44 are 2013 photographs of the right-of-way first used by the wagon road, and later, by the railroad, south of downtown Lake George. The pictures correspond to the aerial photograph in Figure 2-15. Figure 2-42 faces southeast, approximately 150 yards southeast of the Plum Street crossing of the Great Lakes Central Railroad, the roadbed of which can be seen on the right side of the photograph. On the left, the wagon road descends down to the level of a swamp, located farther southeast. Figure 2-43 is oriented in almost the same direction and is a closer examination of the grade seen in Figure 2-42. Figure 2-44 is a photograph made from the tracks of the Great Lake Central Railroad. It was made farther southeast and looks northeast over the swamp. The remnant of the crib work visible in Figure 2-15 is not visible in this view.

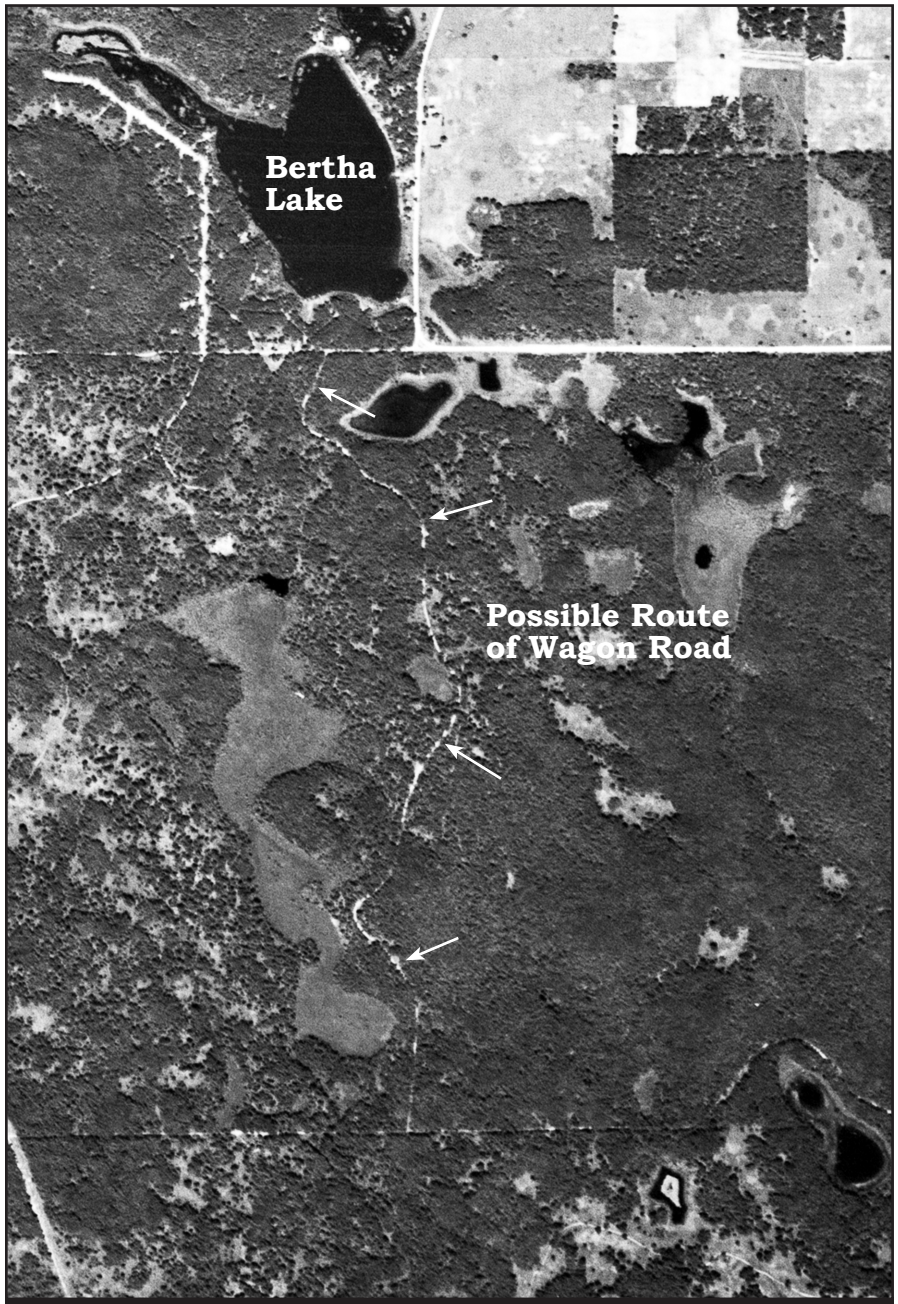
2-45 Bungo - Ogle's 1895 *Map of Michigan*

2-47 View SW Near South End of Bungo Lake

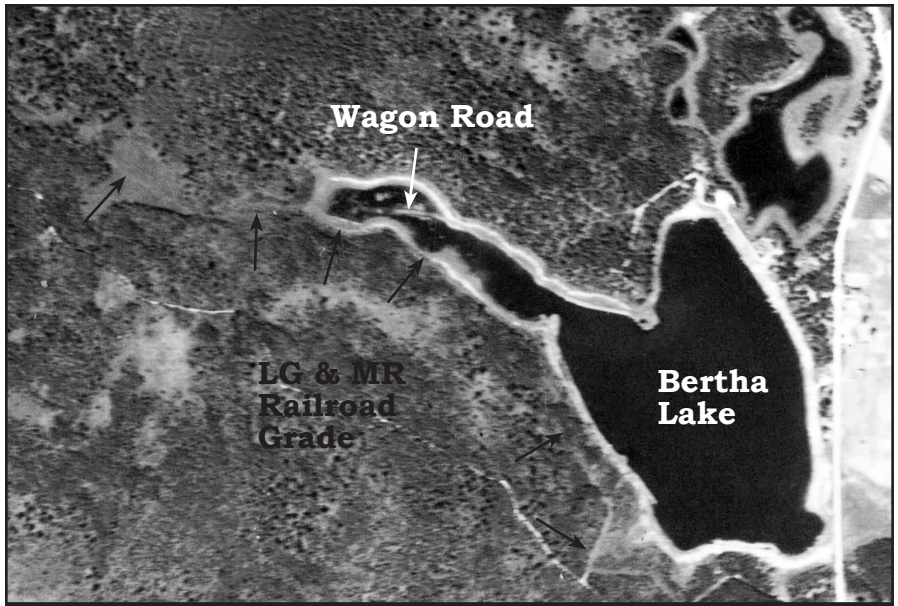


2-46 Road from Bungo Station to Bungo Lake

In the 2014 edition of this book, it was erroneously thought that the extension of the LG & MR, from Lake George to Bertha Lake, had crossed Bungo Lake, with some of it sited along the southwest shore of Bungo Lake. However, further research disproves that notion. Figure 2-45 comes from Ogle's 1895 *Map of Michigan*. That year, Bungo was a station on the Ann Arbor Railroad. However, it was not located directly on the lake. Rather, a wagon road led from Bungo Station to the west side of the lake. That road is no longer in use but can be identified with the aid of LiDAR imaging. Figure 2-46 is a topographical map that traces the course of that road. Figure 2-47 is a 2014 photograph made near the south end of Bungo Lake. The view is toward the southwest from a position close to the former location of the Miller and Pfannes sawmill.



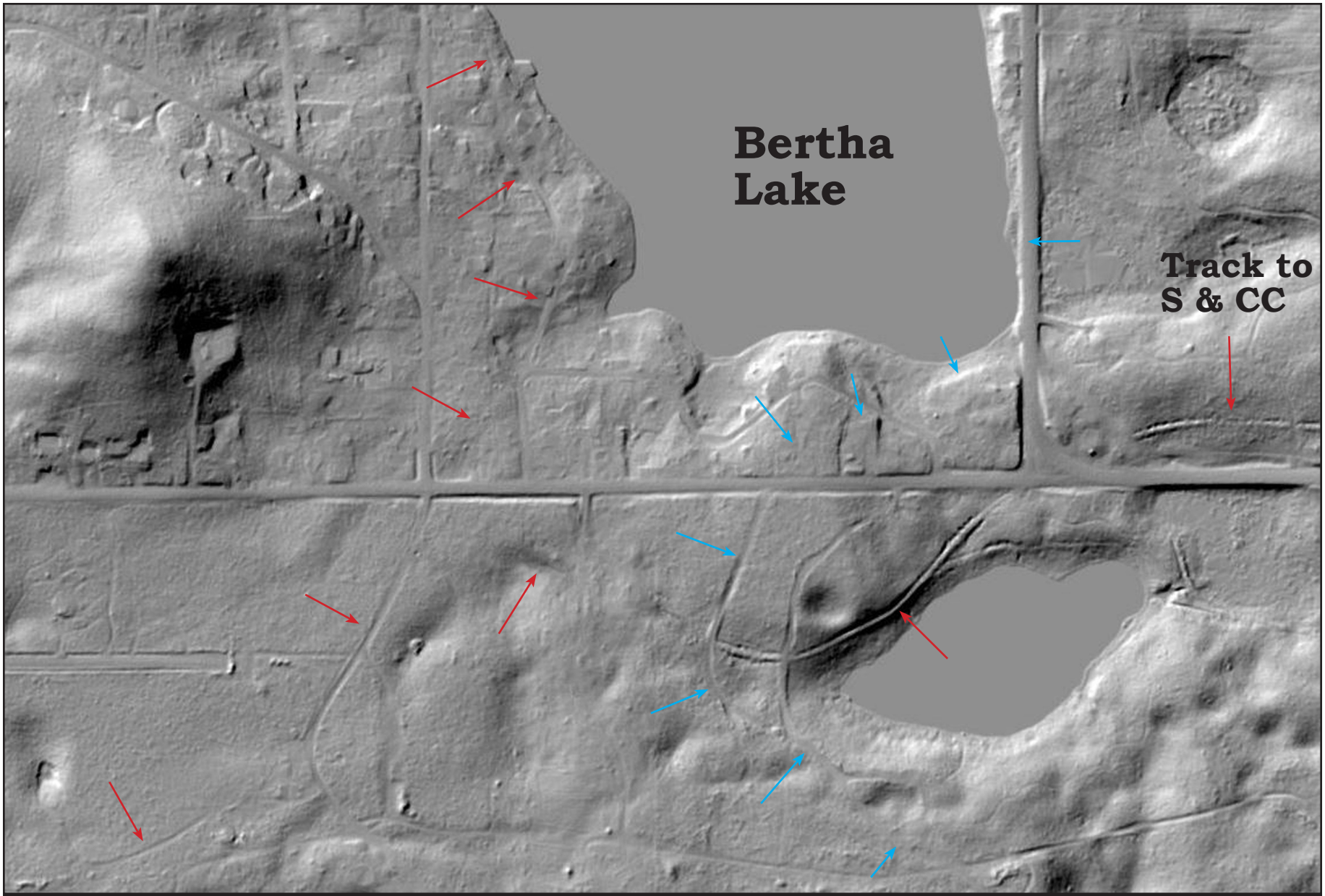
2-48 1953 Aerial Photograph at Bertha Lake



2-49 1938 Remnant of Wagon Road

Figure 2-48 is part of a 1953 aerial photograph of Bertha Lake and the area to the south. The distinct visible feature south of the lake may represent the course of the wagon road used by the LG & MR to supply the Gerrish camp at Lake George. Figure 2-49 is an aerial photograph made in 1938. A remnant of the wagon road can be seen crossing the northwest part of the lake.

Figure 2-50 is a modern LiDAR image of the area at the south end of Bertha Lake. Red arrows indicate former railroad grades, one of which connected with a branch of the S & CC (see the map on page 71). Brown arrows show a possible path used by the wagon road.



2-50 LiDAR Image at South End of Bertha Lake - Red is RR Grade and Blue is Wagon Road

3

The Long Lake & Muskegon River Railroad

The firm of C. H. Hackley & Company bought the Lake George & Muskegon River Railroad (LG & MR) early in 1882. The sale was recorded at the Clare County Courthouse on 18 March 1882. However, the railroad had been hauling logs for Hackley and his associates for several years before the purchase was made.

Charles H. Hackley was a lumberman who had previously been associated with James McGordon in a venture called Hackley & McGordon. These two men operated separate sawmills in Muskegon and also were partners in yet another business called C. H. Hackley & Company. After McGordon's death, Thomas Hume bought the McGordon share of C. H. Hackley & Company. Hume made that purchase in 1881, just before C. H. Hackley & Company bought the LG & MR. Somewhat later, the enterprise conducted business as Hackley & Hume. Under that name, these two men organized, built, and operated the Long Lake & Muskegon River Railroad (LL & MR).

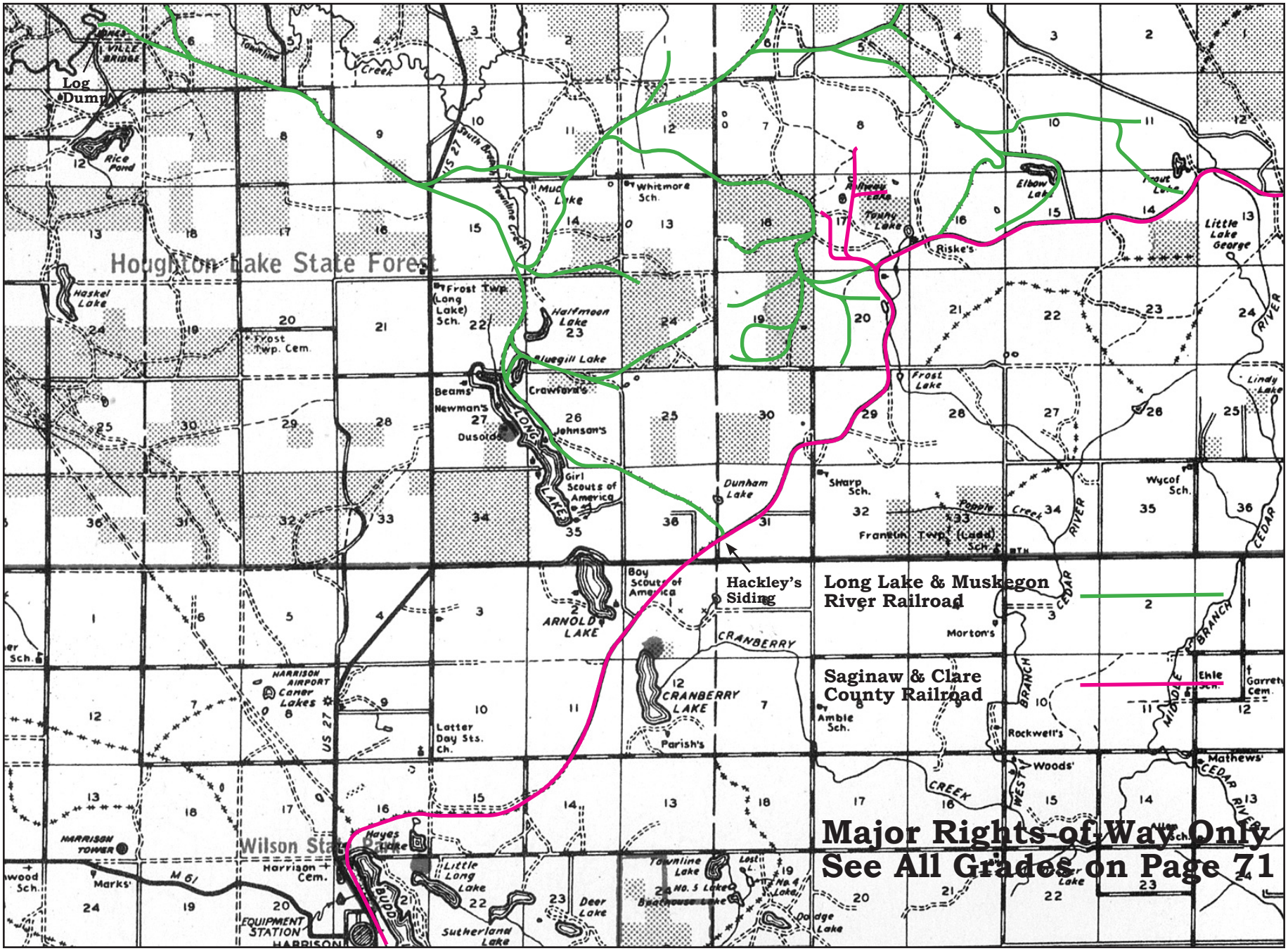
Hackley cultivated a relationship with Healy Caty Akeley during 1886 and 1887, while both men were logging in Clare County. In 1889, Akeley, Hackley and Hume formed the H. C. Akeley Lumber Company of Minneapolis, Minnesota.

C. H. Hackley owned timberland in Clare County as early as 1877. In 1879, he bought additional property, the majority of which was adjacent to the most southeasterly location reached by the LG & MR. The sale included all of Section 26, Township 18 North, Range 5 West, as well as nearby parcels in Sections 14, 28 and 29. Undoubtedly, Hackley and his associates were using the LG & MR to move logs to the Muskegon River as early as 1879.

Before the end of 1882, the LG & MR branch line to Lilly Lake was pulled up. A portion of the removed track was probably used to reestablish a previously abandoned right-of-way, beginning at Lake George, that passed through Bailey's. However, a significant amount of rail was also made available for use on the LL & MR. The 14 February 1885 issue of *Northwestern Lumberman* reported that construction of the LL & MR had begun in 1883.

The LL & MR interchange point with the Meredith Branch of the Saginaw & Clare County Railroad (S & CC) was at a place called Hackley's Siding. That feature is identified in Figure 3-1, which is part of Rand, McNally & Company's 1890 map titled *Michigan*. Although carrying that date, the map was actually copyrighted, and therefore prepared, in 1888. The junction with the Meredith

3-1 1890 Map Showing Hackley's Siding


Log Dump
Houghton Lake State Forest
Hackley's Siding
Long Lake & Muskegon River Railroad
Saginaw & Clare County Railroad
Major Rights-of-Way Only
See All Grades on Page 71

The Long Lake & Muskegon River Railroad in Clare County

3-2 1886 *Map of Michigan*

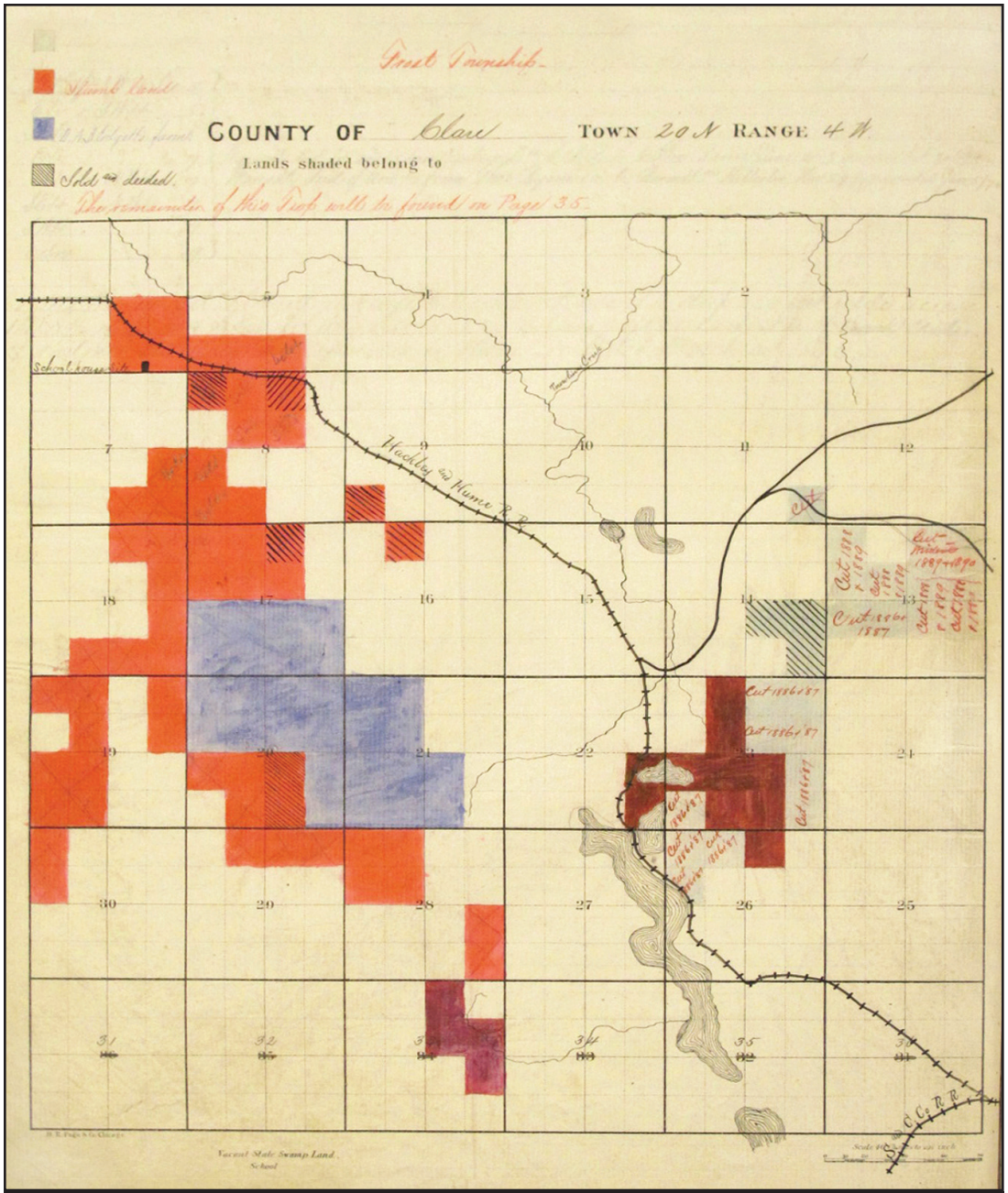
Branch allowed access to supplies needed by the railroad and the logging company's camps. Note that in Figure 3-1, the rails connected to Hackley's Siding are hatched on one side. No conformity exists among map makers concerning the symbolism of partial cross-hatching. In the same figure, the northern part of the Houghton Lake Branch of the S & CC has a similar appearance. In both instances, the symbol probably means that the track was either merely proposed, or recently abandoned. This notion is reinforced by the fact that the LL & MR was eventually extended toward the east, probably because available timber near Hackley's Siding became scarce. Figure 3-2 suggests that, by 1886, the logging railroad had established a new connection with the Meredith Branch of the S & CC, north of Frost Station. This figure is part of the *Map of Michigan* produced that year by H. R. Page & Company.

The railroad's log dump was situated on the Muskegon River at Jonesville (also called Upton). That place no longer exists as an organized community. The precise location was Section 1, Township 20 North, Range 5 West, in Summerfield Township. Jonesville appears in the upper right corner of Figure 5-2 on page 73. However, the majority of the railroad was in Township 20 North, Range 4 West (Frost Township). The logging line appears in Figure 3-3, which comes from Volume 27 of the Blodgett Family Papers, and is preserved at the Bentley Historical Library in Ann Arbor. Portions of the far eastern extent of the line are also visible in the northwest corner of the map displayed by Figure 1-2, on page 4. That map is also from the Blodgett Family Papers. It represents Township 20 North, Range 3 West (Franklin Township).

The 1885 *Northwestern Lumberman* article cited on page 48 reported that the line operated 40 Russell logging cars and used 3 H. K. Porter locomotives. Each weighed 10 tons. They almost certainly were the engines acquired when C. H. Hackley & Company purchased the LG & MR. An article in the 12 February 1887 issue of the *Northwestern Lumberman* noted that the line was 12 miles in length and still operated with the 3 Porters.

The railroad continued hauling logs as late as June, 1892, when an accident killed two employees. After the line was taken up, the valuable locomotives would have been sold off. Daniel Carey, in the 1948 article "Michigan's Foremost Unique Logger," reported that "*I saw one of the engines forty-six years ago, running on the Cummer and Diggins railroad. The name Gerrish was on the cab.*" This locomotive would have been the Joe M. Gerrish. Cummer Diggins & Company was a Cadillac lumber business.

There is no evidence that any LL & MR rolling stock has survived into the modern era.


Frost Township
COUNTY OF Clare
TOWN 20 N RANGE 4 W
Lands shaded belong to
Sold and deeded.
The remainder of this Plat will be found on Page 35
School house Site
Hock Log and Hume R. R.
Vacant State Swamp Land
School

3-3 1880s Frost Township from the Blodgett Papers

The Long Lake & Muskegon River Railroad

4

The Ann Arbor Railroad in Clare County

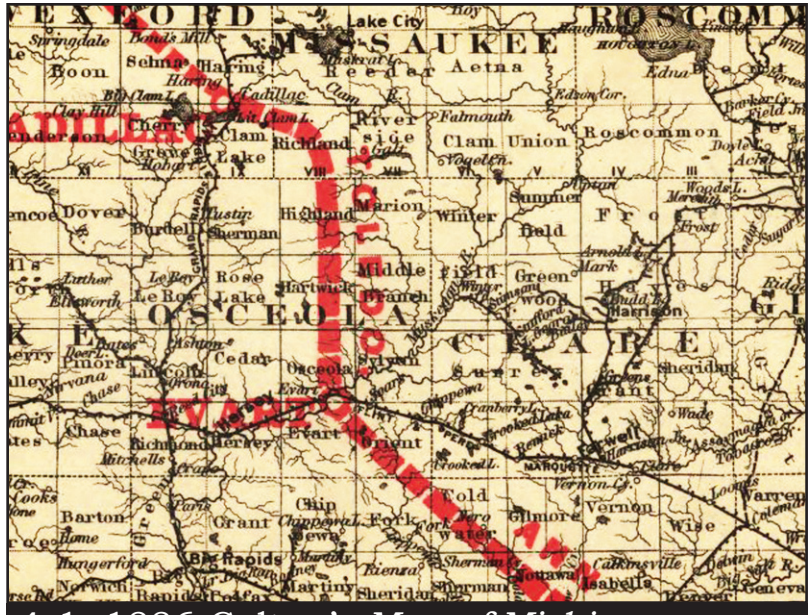
James Mitchell Ashley was the primary force behind construction of the line which became the Ann Arbor Railroad (AAR) in 1895. Operating with a limited budget, he managed to cobble together a new railway through Clare County. Subsequently, it was extended all the way to a terminal at Frankfort, on Lake Michigan.

Part I – Planning For The Railroad

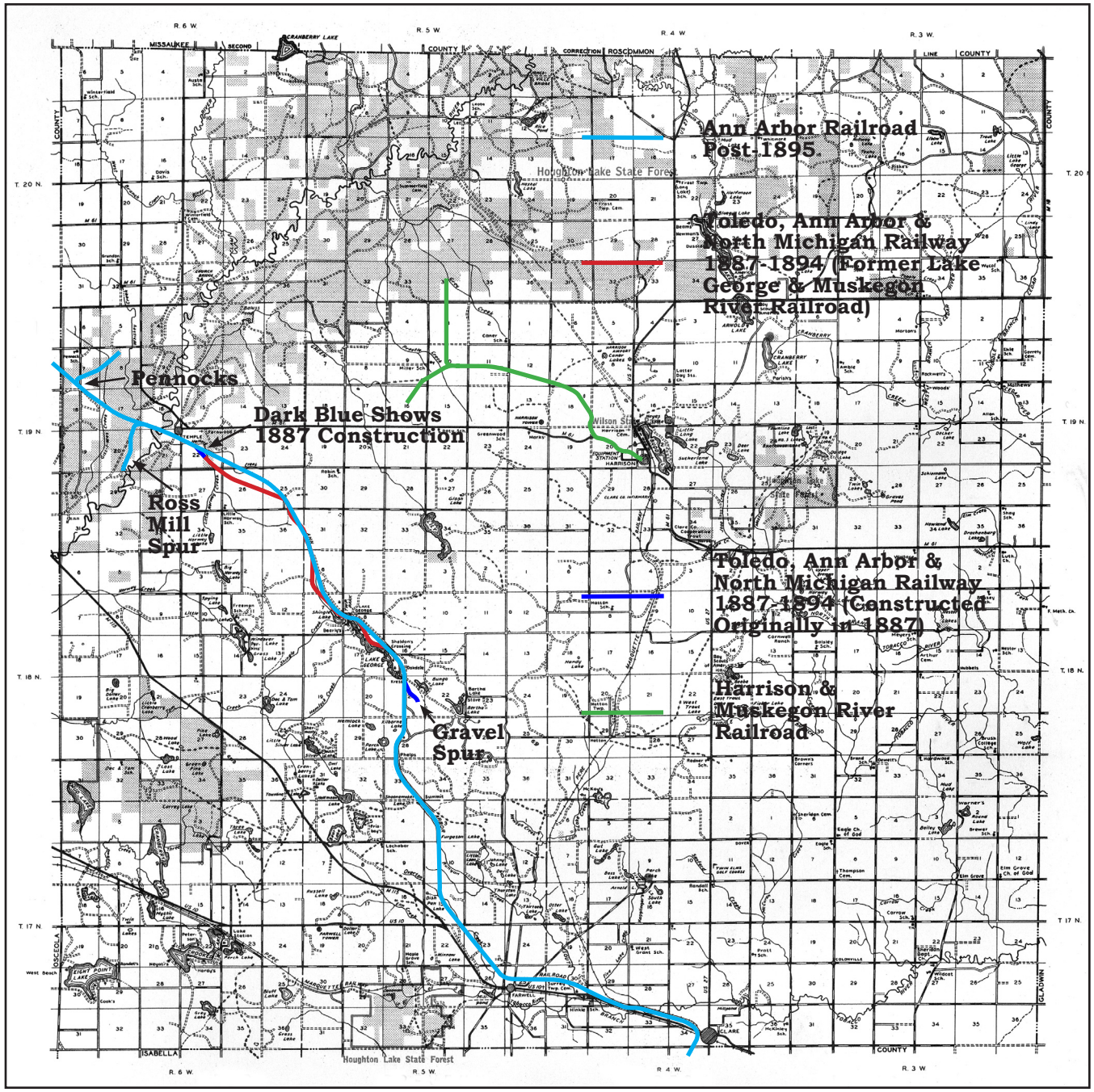
The Toledo, Ann Arbor & Grand Trunk Railway Company, an early predecessor of the AAR, had planned to extend its line from Ann Arbor toward the northeast, into the "thumb" of Michigan. Eventually, that goal was modified; a revised destination in the northern part of the Lower Peninsula was selected. The name of the railroad was changed to the Toledo, Ann Arbor & North Michigan Railway (TAA & NM). But for some time, no precise location was specified for its northern terminal. Likewise, the path the railroad would follow remained unsettled, sometimes right up to the very moment when construction began on a particular segment.

Figure 4-1 is part of Colton's 1886 *Map of Michigan*. The dashed red line indicates the general route being considered for the railroad when the map was made. In that scheme, the line would have passed through Evart, bypassing Clare County completely. As a further demonstration of the frequently unreliable nature of maps created in this era, Figure 4-2 is part of Cram's 1893 *Michigan and Wisconsin*. The TAA & NM appears to have a branch line originating at Marion. The branch heads north, through Falmouth and Moorestown. The same right-of-way, going all the way to Charlevoix, appeared previously in the 1891 issue of Poor's Manual of Railroads. Part of the map from that publication can be seen in Figure 4-3, where a half-hatched line undoubtedly indicates that the right-of-way was not actually in operation. In fact, this branch of the TAA & NM was pure speculation. It never existed.

Planning for Clare County's new railroad became more focused on 22 June 1886 with the creation of the Toledo, Ann Arbor & Cadillac Railway (TAA & C). This entity, formed by Articles of Association, was a construction company that would build the 63 mile line between Mt. Pleasant and Cadillac. When that right-of-way was finished, the TAA & C was consolidated with the TAA & NM on 21 December 1887.



4-1 1886 Colton's *Map of Michigan*


Ann Arbor Railroad Post-1895.
Toledo, Ann Arbor & North Michigan Railway 1887-1894 (Former Lake George & Muskegon River Railroad)
Pennocks
Dark Blue Shows 1887 Construction
Ross Mill Spur
Toledo, Ann Arbor & North Michigan Railway 1887-1894 (Constructed Originally in 1887)
Harrison & Muskegon River Railroad
Gravel Spur
Houghton Lake State Forest

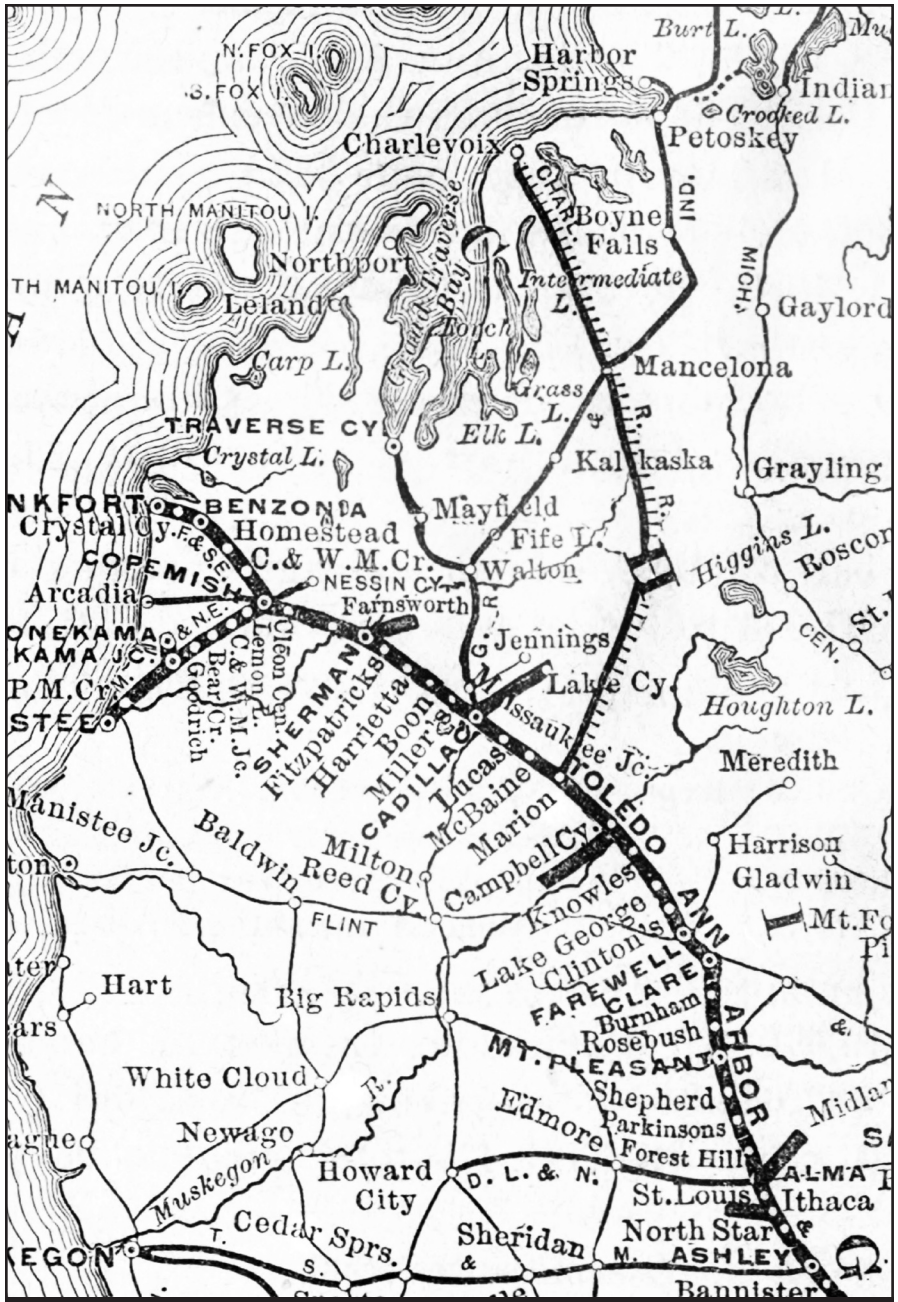
The Ann Arbor Railroad in Clare County

Part II - Playing Poker with the Harrison & Muskegon River Railroad

However, the route that the TAA & C would take through Clare County was still undetermined when articles for the railroad were filed in 1886. No doubt, construction of an entirely new right-of-way between Mt. Pleasant and Cadillac was considered. Use of one of several pre-existing logging grades through Clare County was another option. A Lake George & Muskegon River Railroad (LG & MR) grade began in Lake George and travelled east, past Bailey's for a short distance. It potentially could have formed a connection with a S & CC branch line which left the mainline south of Harrison. However, historical records don't suggest that this route was considered for use by the TAA & C.

On the other hand, there is evidence that part of the right-of-way of another pre-existing railway was seriously considered. That line was the Harrison & Muskegon River

4-2 1893 Cram's *Michigan and Wisconsin*



4-3 1891 from *Poor's Manual of Railroads*

Railroad (H & MR). It had been built and operated by Healy Cady Akeley, in conjunction with the Roscommon Lumber Company and its manager, Charles B. Field. As noted in Chapter 1, a plan existed in 1885 that would have allowed trains to run continuously from the mainline of the Flint & Pere Marquette Railroad, at Harrison Junction, to Houghton Lake. The scheme proposed running on the Saginaw & Clare County Railroad, in the south. In the north, trains would use the Houghton Lake & Barker City Railroad (HL & BC), the logging line operated by the Roscommon Lumber Company. The interchange point between the two railroads would be at Meredith. This agreement required the HL & BC to assume operation of a segment of Wells, Stone & Company Railroad right-of-way immediately east of Meredith. Separate from that scheme, the Roscommon Lumber Company also built a new, standard gauge line from Harrison toward the Muskegon River. This new construction was called the H & MR.

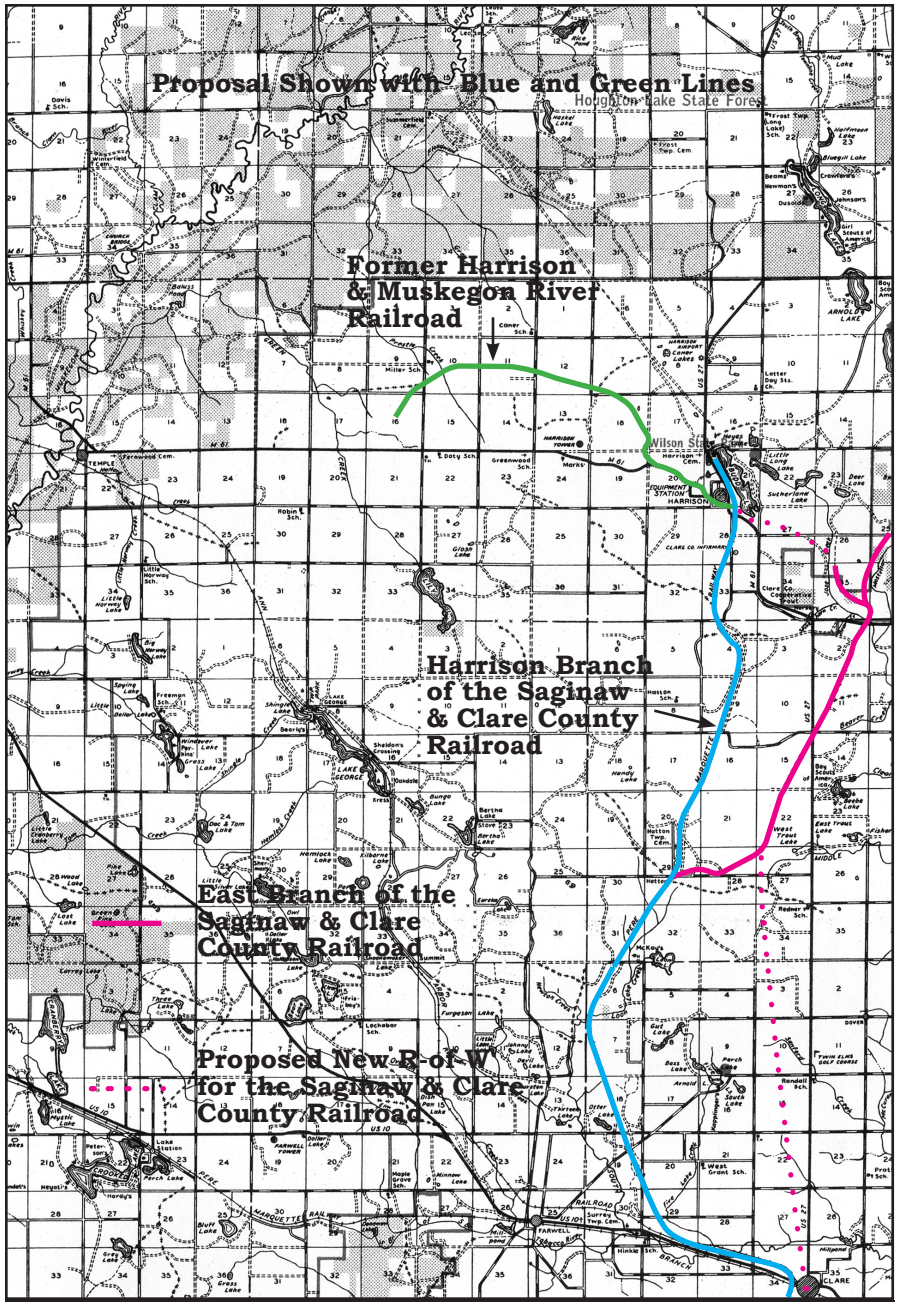
Healy Caty Akeley, a Director on the Board of the Roscommon Lumber Company, was in charge of the H & MR while it existed. He began purchasing Clare County timberland in September 1885. The parcels were located in Township 19 North, Ranges 4 and 5 West. More land was bought in 1886. The 1887 edition of Poor's Directory of Railway Officials, using information gathered in 1886, reported that the H & MR was owned by H. C. Akeley; it was ten miles long and used a gauge of 4 feet 9 inches. The railroad had one locomotive and forty cars.

Late in 1886, the 18 November issue of the *Newberry News* reported that "*The Toledo, Ann Arbor & Northern Railroad has purchased the ten miles of roadbed graded last winter by the Roscommon Lumber Company to the Muskegon River, paying therefore the sum of $24,000. Harrison can secure the road by subscribing $15,000.*" This implies that James M. Ashley wished to extract $15,000 from the citizens of Harrison, or else the TAA & C would bypass the town. It was a shrewd maneuver by Ashley, since he could use the rails and ties from the H & MR on whatever right-of-way he might eventually choose for the TAA & C.

The 26 November edition of the *Clare Press* reinforced the report that had appeared the previous week in the *Newberry News*: "*The purchase of the Field logging railroad from Harrison to the Muskegon River, by the T. & N. M. Ry., is conditional upon Harrison's coming to the front with a $15,000 bonus.*"

Oddly, no deed relating to Ashley's purchase of the H & MR was filed in Clare County during the 1880s. On the other hand, the transaction was mentioned indirectly in a deed inked on 28 April 1887. It was recorded on page 291 of Clare County Deed Book 17. Therein, Akeley sold most of the timberland he had bought in 1885 and 1886. Charles B. Field was the buyer. The document contained a significant exclusion: "*Excepting and reserving the right of way across said lands for a railroad heretofore conveyed to James M. Ashley, Jr.*" Thus, the sections of land described in this deed provide a fairly precise indication of the ground crossed by the H & MR. If the TAA & NM had been built using the H & MR, the resulting line would have appeared as indicated in Figure 4-4.

Knowledge about the history of Akeley's railroad makes it easier to understand the material presented by Figure 2-2 on page 19. Footnote "*h*" in the lower right side of the figure, refers to the 3.5 mile branch line proposed by the LG & MR by means of Articles of Association dated 7 June 1878. That track actually originated at the village of Lake George in Section 8 (rather than 18) and terminated "*Near* [the] *N. E. Corner* [of] *Sec. 27 . . .*" The footnote declares that this right-of-way was transferred to the TAA & C. It also states that "*This sale was made between August 25 and December 20, 1886.*" Only the north half of that 3.5-mile track segment was actually incorporated into the original AAR right-of-way. It hugged the shore of the lake, in the northwest quarter of Section 17-18-5W (see Figure 4-7 B). That track was moved in 1894 and the original grade is occupied, now, by Forest Avenue.


Proposal Shown with Blue and Green Lines
Former Harrison & Muskegon River Railroad
Harrison Branch of the Saginaw & Clare County Railroad
East Branch of the Saginaw & Clare County Railroad
Proposed New R-of-W for the Saginaw & Clare County Railroad

4-4 1886 One Proposed Route for the TAA & C

Part III – Selection of the Lake George & Muskegon River Railroad Route

Aids, Gifts, Grants and Donations reports that during 1887, the TAA & C built a 63 mile line between Mt. Pleasant and Cadillac. It was open for traffic before the end of that year. Upon completion, it was consolidated with the TAA & NM on 21 December 1887. In this project, several miles of the LG & MR were incorporated into the TAA & C. At first glance, it seems strange that clear title to very little of the right-of-way through Clare County had been secured by the time construction was completed. Perhaps this was due to questions about who actually held title to the piece of the LG & MR grade that was utilized. Certainly, when Gerrish possessed that logging railroad, he also owned the majority of the land through which it passed; therefore, a separate right-of-way deed was never prepared for most of the land traversed by the LG & MR. When some of these properties were resold by the Auditor General for failure to pay taxes, it may have

SAGINAW & CLARE COUNTY R. R.

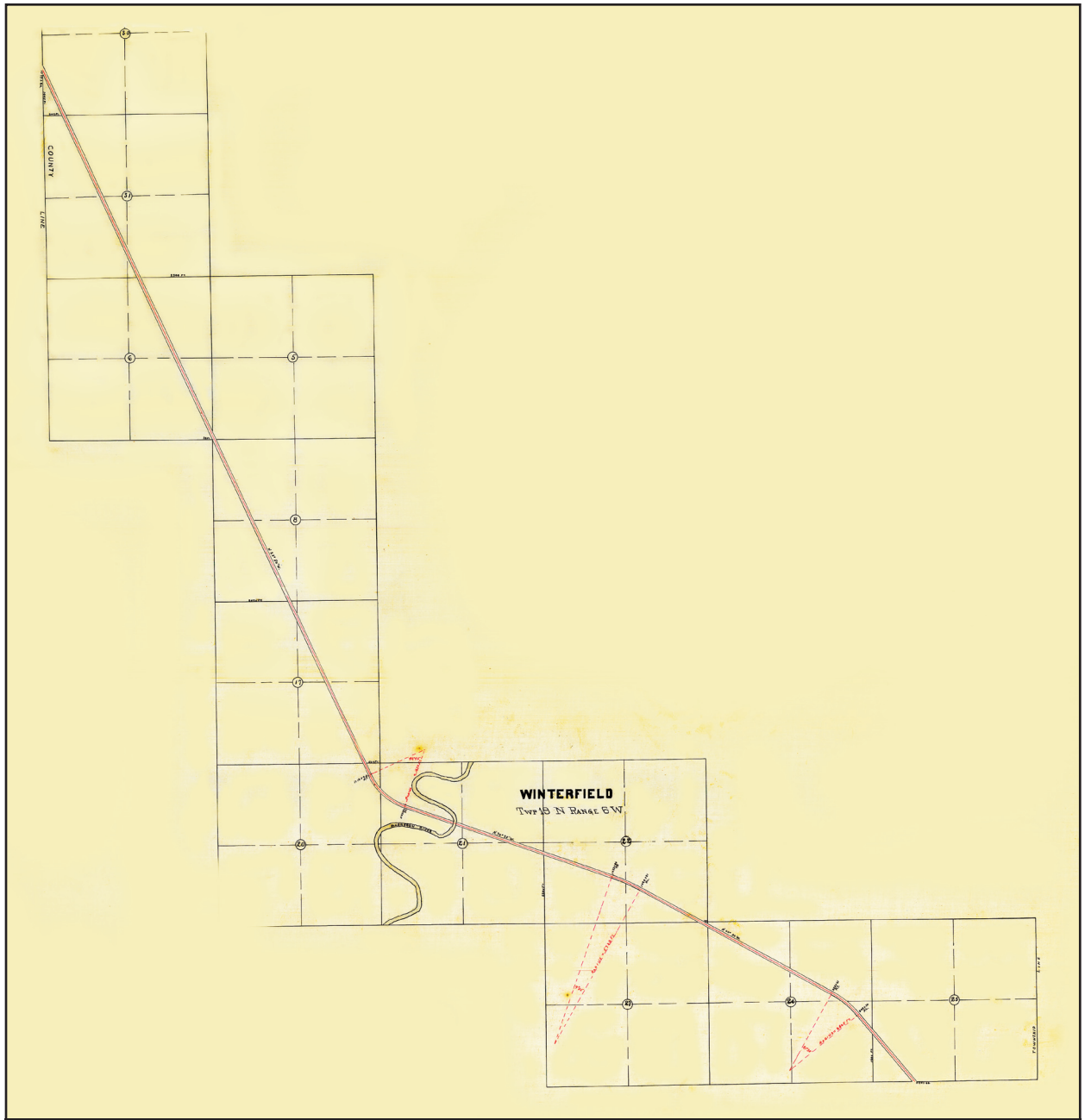
NORTH. Acc. 604	NORTH. Acc. 606	Distance Station to Station	STATIONS.	Distance from Clare.	SOUTH. Acc. 603	SOUTH. Acc. 605
p. m.	a. m				a. m.	p. m.
9.30	11.55	5.66	Arrive.....Meredith.....Depart	31.70	6.30	1.50
A 9 10	A 11 35	0.96	.....Frost.....	26.04	A 6 50	A 2 05
A 9 05	A 11 31	1.84	.....Levington Siding.....	25.08	A 6 55	A 2 10
A 9 00	A 11 25	1.24	.....Hackley & Humes.....	23.24	A 7 05	A 2 16
A 8 55	A 11 20	5.17	.....Arnold Lake.....	22.00	A 7 12	A 2 23
8.35	11.00	4.47	Dep } Arr } Harrison { Arr Dep	16.83	7.40	.....
8.25	.....				7.50	2.45
A 8 07	A 10 45	3.25	.....Mann's Siding.....	12.36	A 8 10	A 3 00
7.55	10.35	1.28	.....†Hatton.....	9.11	8.25	3.15
A 7 50	A 10 30	3.66	.....Atwood's Siding.....	7.83	A 8 31	A 3 20
A 7 36	A 10 16	4.17	.....Moore's Siding.....	4.17	A 8 51	A 3 34
7.20	10.00	.....	Depart.....†Clare.....Arrive	.....	9.15	3.50
p. m.	a. m.				a. m.	p. m.

☞ Log Trains will not carry passengers.

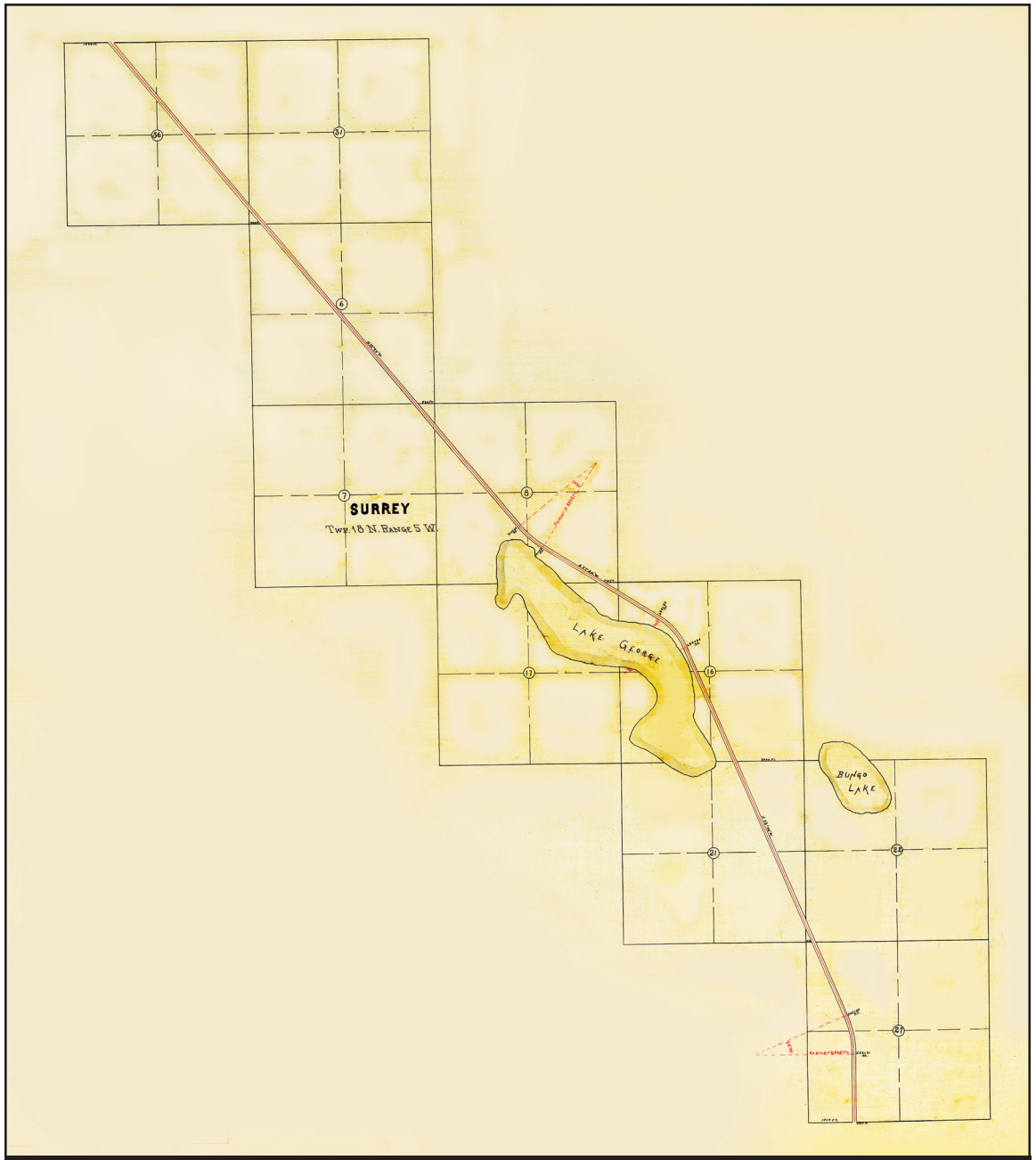
4-5 1887 S & CC Timetable

been unclear whether the railroad right-of-way went with the title. At any rate, in 1888, the TAA & NM was operating over several miles of the former LG & MR. Unfortunately, Aids, Gifts, Grants and Donations presents confusing and conflicting information about what portion of the old logging grade was reused by the TAA & C. The book specifies, in the lower right area of Figure 2-2, that "*A portion of the old grade from Temple to four miles south of Lake George was used by No. 20* [the TAA & C]." The place four miles south of Lake George would later become known as Phelps. But, as noted in the last paragraph of **Part II** (above), the compilers of that book must have documented that the TAA & C acquired the entire 3.5 mile LG & MR right-of-way between Lake George and a point near the northeast corner of Section 27, Township 18 North, Range 5 West. That transaction was said to have occurred by "*sale and transfer*" and was reported to have taken place "*between August 25 and December 20, 1886.*"

The existence and location of a place called Bungo Station has significance in these deliberations. Bungo was a Clare County settlement in the late nineteenth century. Figure 3-2 on page 50 suggests that in 1886, Bungo was at the southeastern end of the residual track which was being operated by the LG & MR. Figure



4-6 A 1887 NW Part of Right-of-Way Survey Map - July 20th

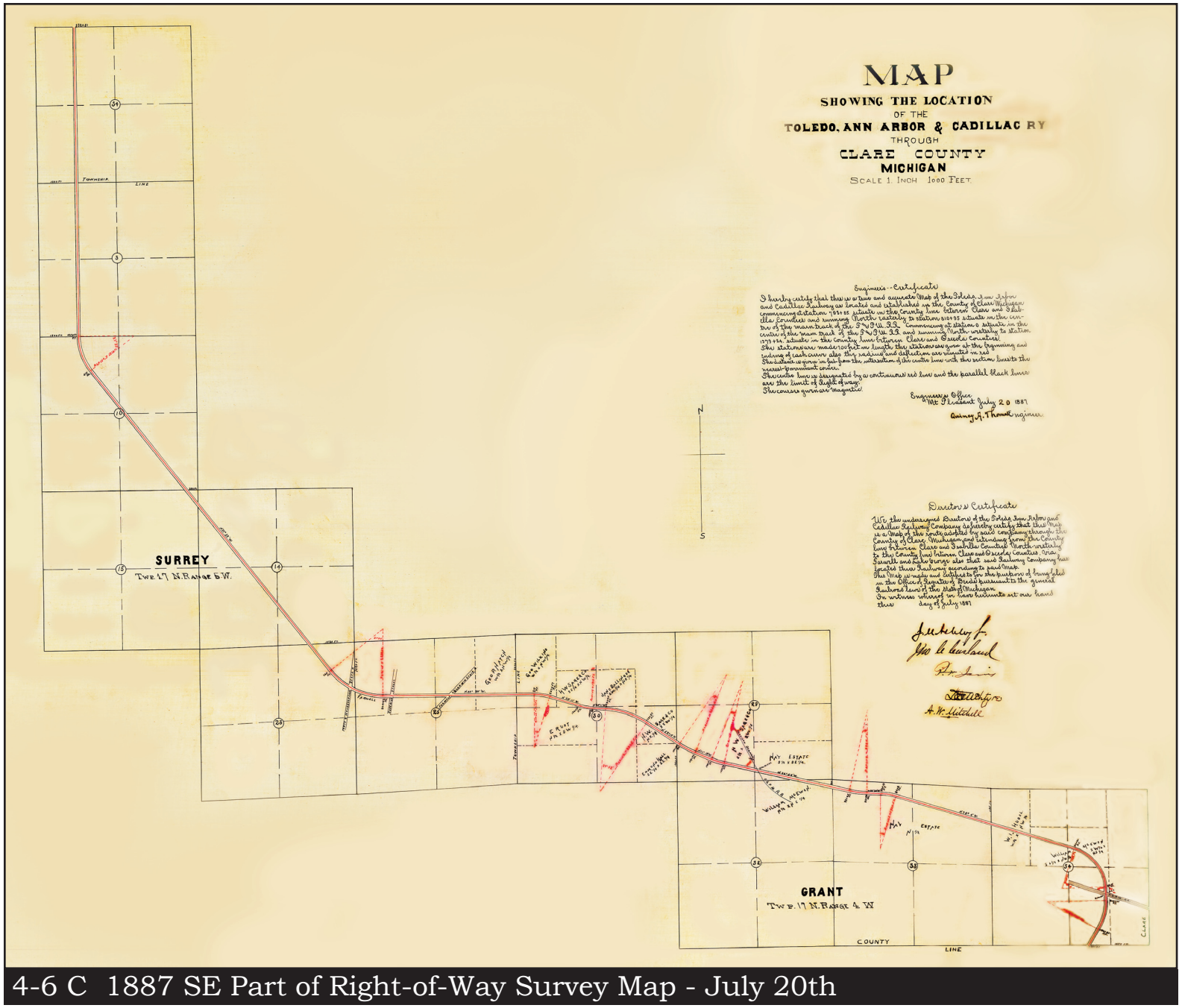


4-6 B 1887 Center of Right-of-Way Survey Map - July 20th

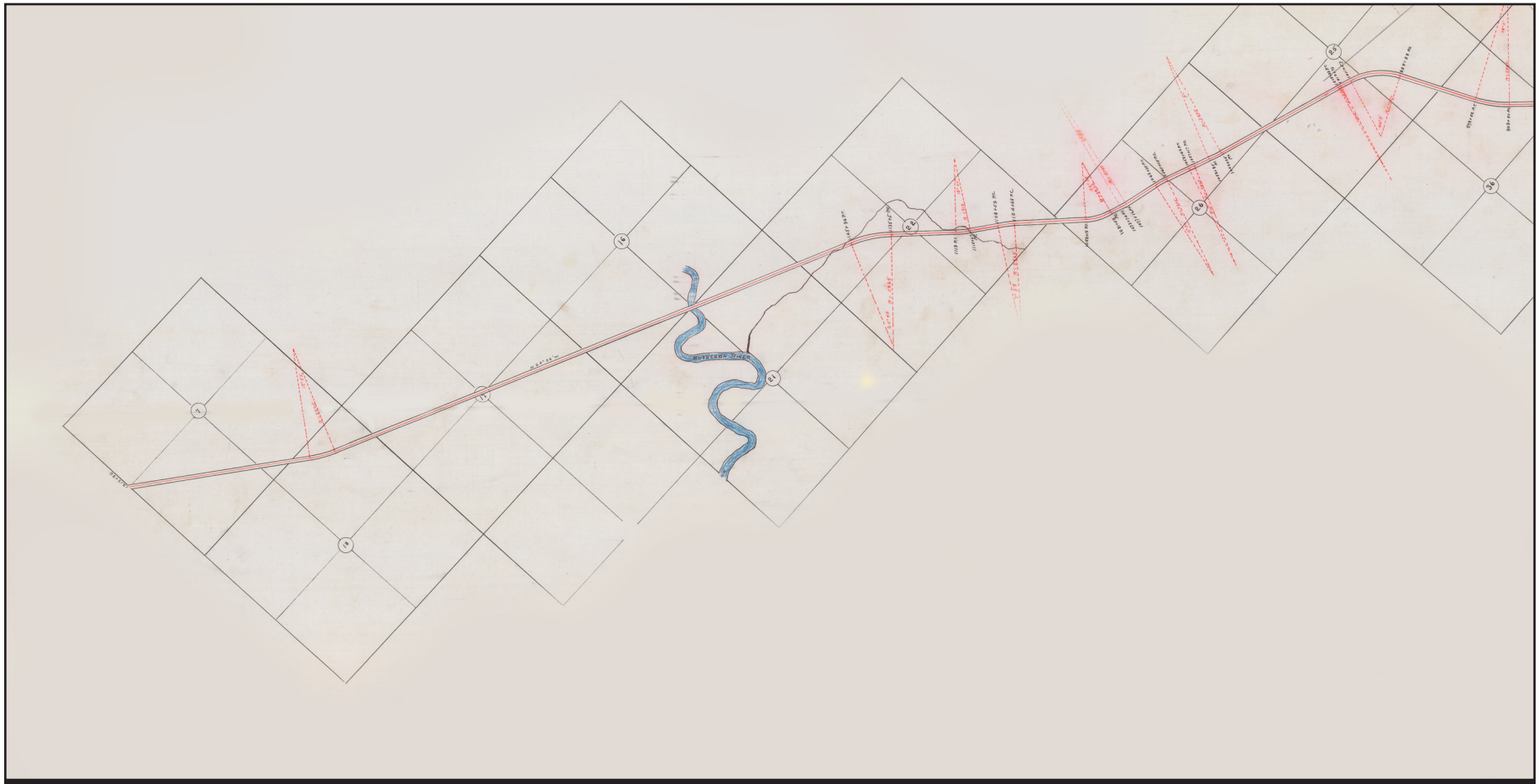
2-45 on page 45 comes from Ogle's 1895 *Map of Michigan*. Bungo still appeared, but was a station on the mainline of the AAR. A road connected it to Bungo Lake. On maps produced after 1895, Bungo Station was no longer visible.

Two additional resources from 1887, dated 20 July and 8 September, indicate that, even late that year, the route that would be used by the TAA & C was far from being settled. Both are right-of-way maps signed and certified by the Directors and the Chief Engineer of the TAA & C. Those documents are reproduced here courtesy of the Archives of Michigan and are part of Record Group 94-462.

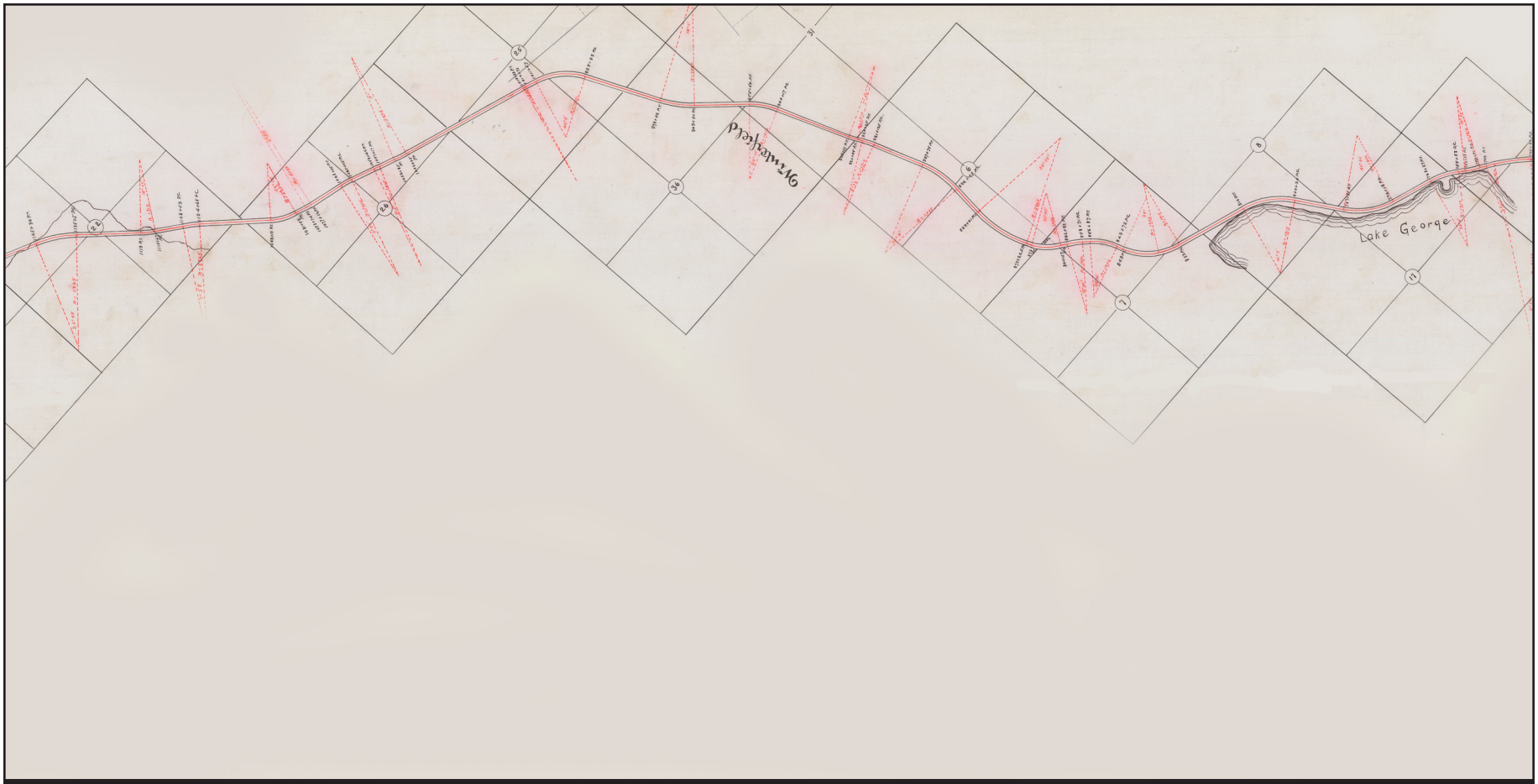
For each date, the corresponding map shows a proposed path through Clare County for the TAA & C. The route, as of 20 July 1887, is reproduced in Figures 4-6 A through C. That particular scheme had been rejected when, seven weeks later, a revised survey was submitted on 8 September 1887. The later map is presented in Figures 4-7 A through D. The September survey demonstrates the desired final configuration chosen for the railroad at the time when construction of the Clare County right-of-way began. Northward, starting in Section 28, Township 18 North, Range 5 West, the TAA & C merely relaid track on parts of the old LG & MR grade. South of that section, a completely new right-of-way was contemplated. In addition, an interlocking with the Saginaw & Clare County Railroad was eliminated by the scheme adopted in September.



4-6 C 1887 SE Part of Right-of-Way Survey Map - July 20th



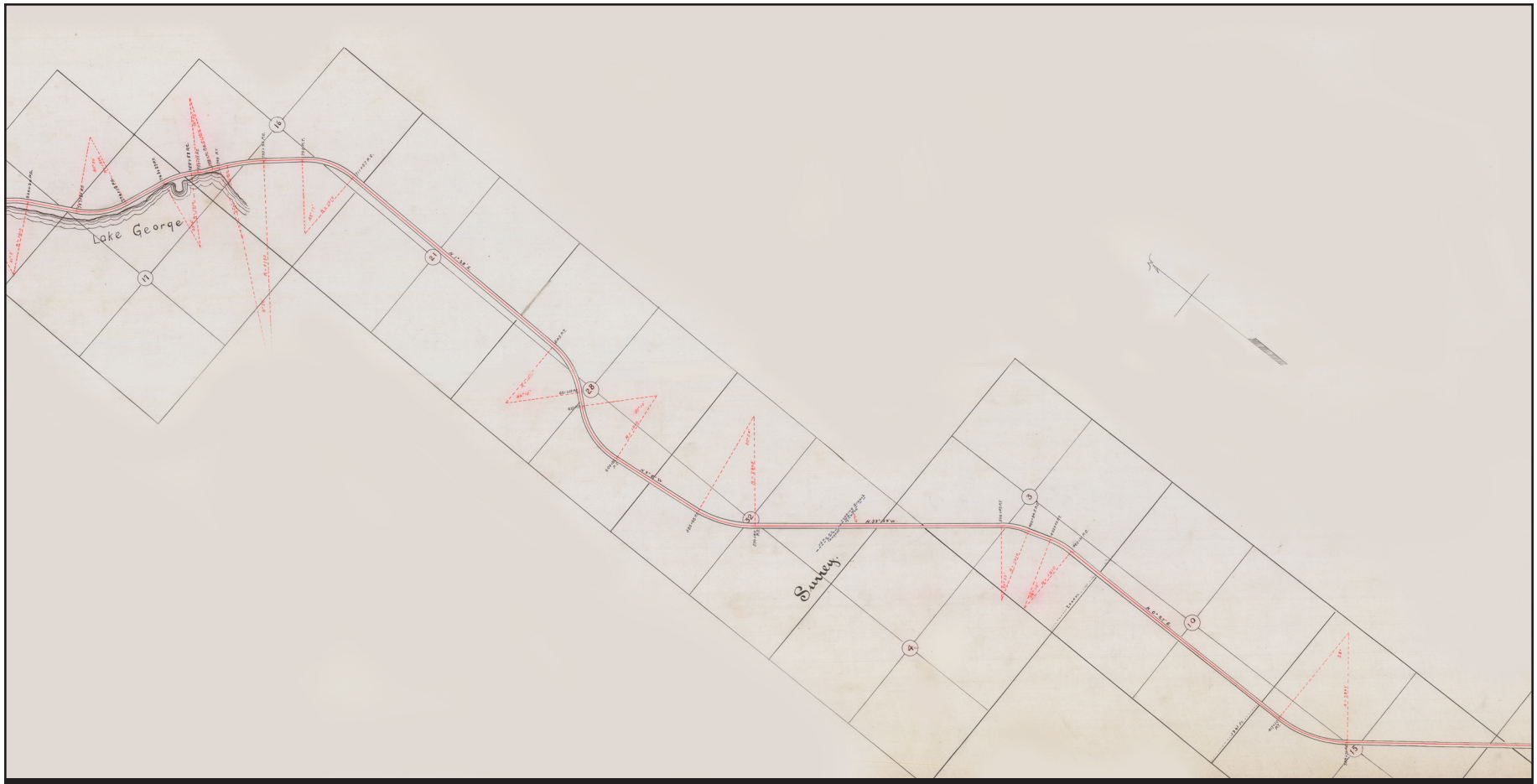
4-7 A 1887 NW Part of Right-of-Way Survey Map - September 8th



4-7 B 1887 North-Central Part of Right-of-Way Survey Map - September 8th

A further question is worthy of consideration. The 8 September 1887 survey shows the TAA & C right-of-way dividing the east and west halves of Section 21, Township 18 North, Range 5 West. This is the same place where its track was located after 1895. But, was the right-of-way actually located there, at the end of 1887, as Figure 4-7 C suggests? The answer is yes!

Currently, the Great Lakes Central Railroad occupies a deep cut immediately south of its crossing of Bungo Road, in the south part of Lake George. That cut is located in the north half of Section 21. It is unlikely that this cut would have been constructed in 1887, without the aid of a steam shovel. In <u>The Ann Arbor Railroad Fifty Years Ago</u>, Henry Riggs noted that "*In l892 when it became evident that a steam shovel would be needed at Frankfort, an old shovel was rented for a few months and put to work on the Marion-Park Lake section, raising the series of short sags and getting a substantially level or very light grade line. The short haul made this a very cheap and quick*

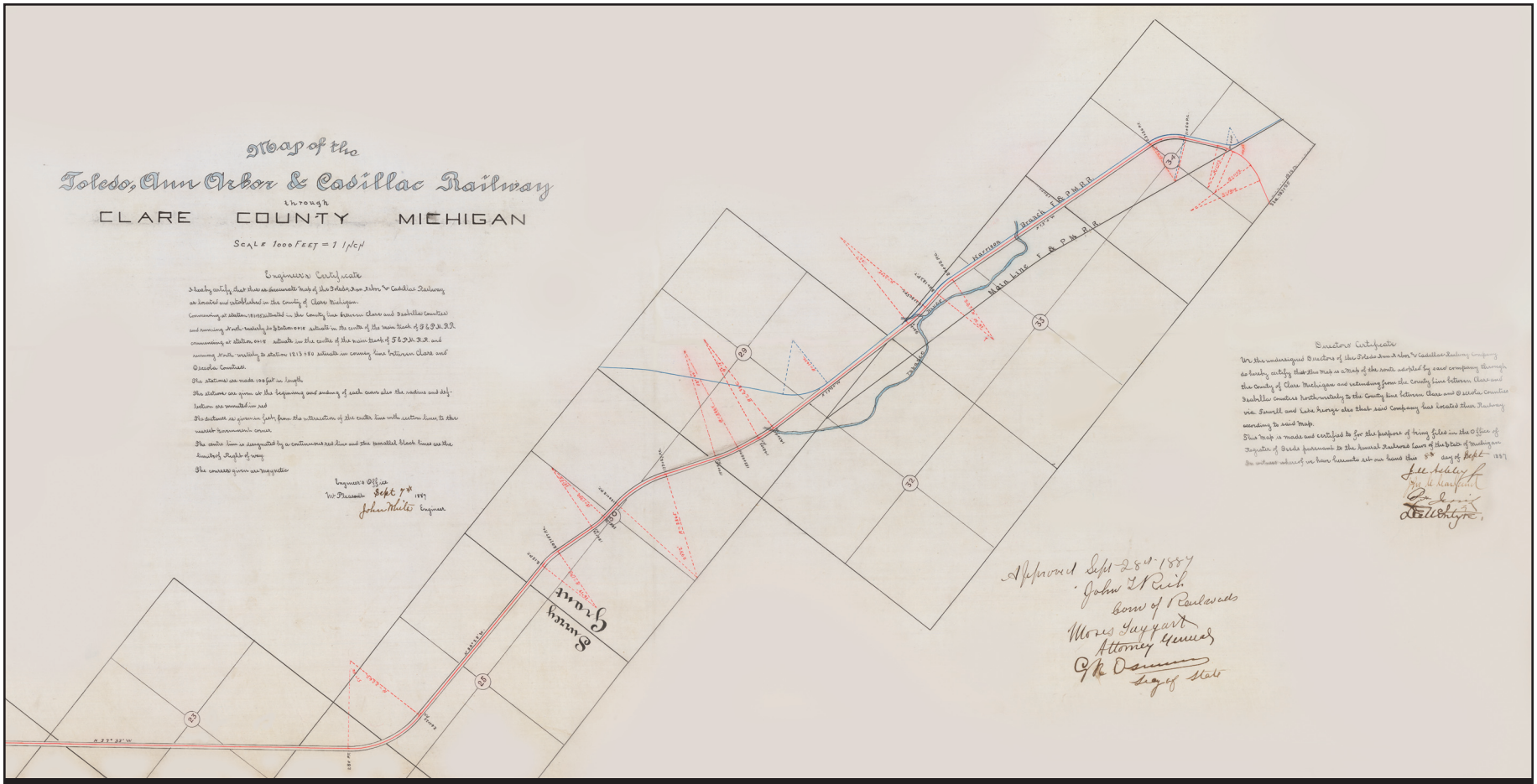


4-7 C 1887 South-Central Part of Right-of-Way Survey Map - September 8th

job and completely sold Mr. Ashley on the shovel as being superior to the section hand. As a result a new shovel was purchased and put to work in the spring, 1893; a second one was on by autumn of that year; and in 1895 we had four owned and two rented shovels at work."

Speaking of the years between 1893 and 1897, Riggs also mentioned that "*New maximum grades of one per cent southbound and forty feet per mile northbound to Clare and one per cent Clare to Frankfort were established and steam shovel work on existing line to reach these new grades was done in the following northbound lines: Milan to Pittsfield, Hamburg Junction to Chilson, Farwell to Lake George* [underlined by the author]*."*

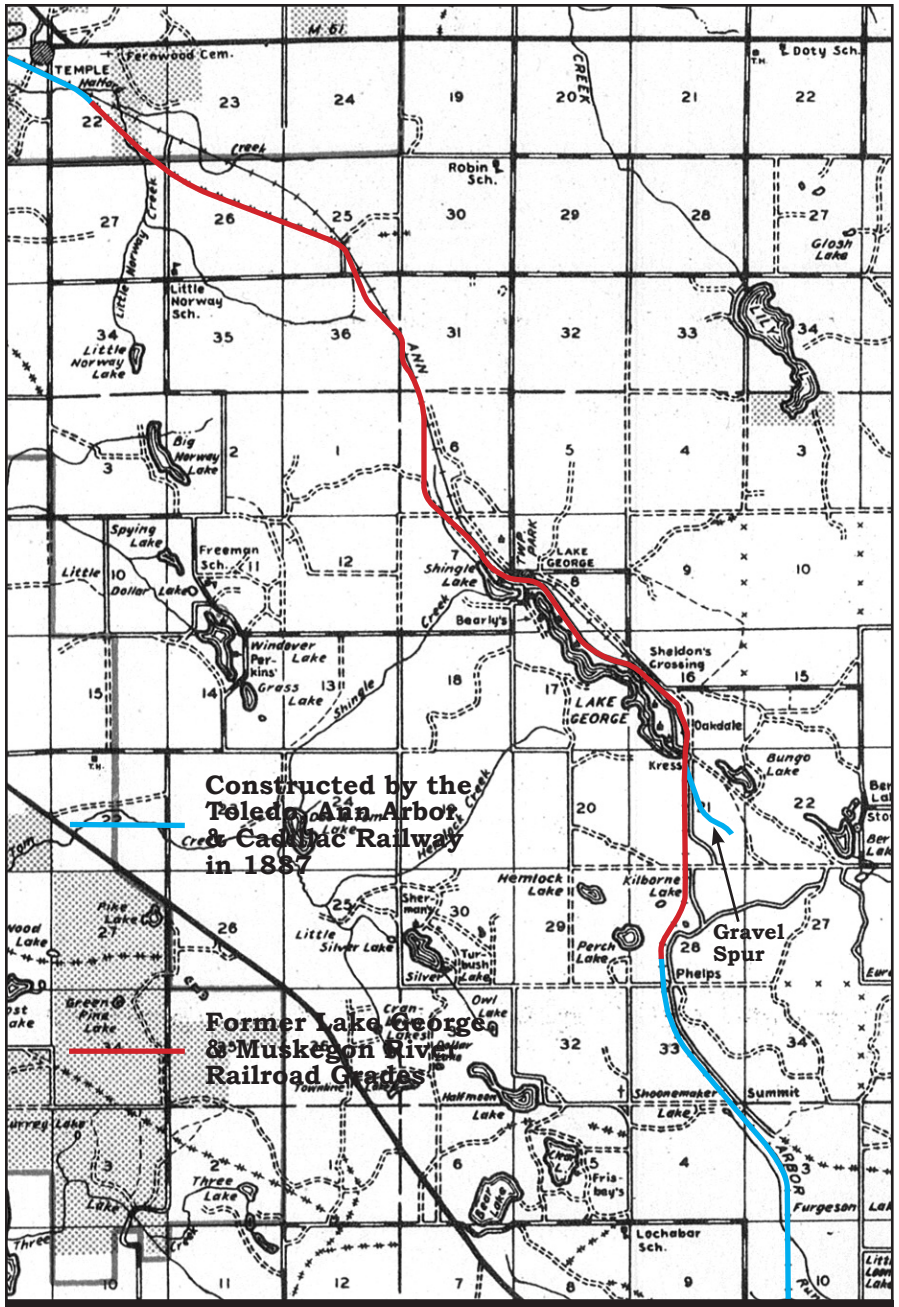
In the years since the 2014 edition of this book was published, high resolution LiDAR imaging has become available for Clare County. That new data source resulted in a significant revision of Figure 4-8, primarily in Sections 16, 21, and 28 of Township 18 North, Range



4-7 D 1887 SE Part of Right-of-Way Survey Map - September 8th

5 West. The most relevant discovery is that of a spur serving a gravel quarry in Section 21. A LiDAR image of that feature is included as Appendix D-4 on page 89. Note that the north end of the track leading to the quarry is at ground level, rather than descending to the level of the cut excavated in 1894. Therefore, it must have connected to an earlier LG & MR grade (used by the AAR from 1887 to 1894), which would also have been at or near ground level. Additionally, a tiny segment of the original LG & MR grade is visible on LiDAR imaging of Section 28 (see Appendix D-5 om page 89).

These findings are compatible with fact that the south end of the utilized LG & MR grade was four miles south of Lake George, as is stated in Figure 2-2. Figure 4-8 amalgamates these facts into a probable representation of the earliest Clare County right-of-way of the TAA & C, south of Lake George. This configuration is also



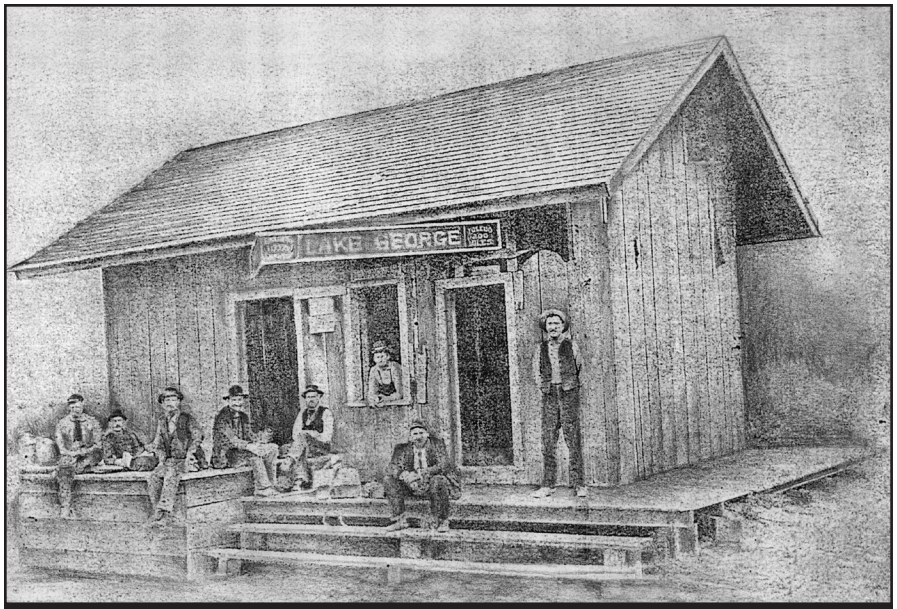
4-8 Possible Track Plan in December of 1887

consistent with the location of Bungo Station in Figure 2-45.

James Ashley put together his railroad without benefit of the land grants that several previously-chartered Michigan railroads had enjoyed. The LG & MR grade expedited construction of the TAA & C, but it had significant problems when viewed as part of a first-class mainline. Those deficiencies are discussed in The Ann Arbor Railroad Fifty Years Ago and also mentioned in the Preface. Most of them were corrected by a major rebuilding project that the TAA & NM completed in 1894.

Within the town of Lake George, the current Great Lakes Central tracks are oriented essentially in an east-west direction. Lake George Avenue is perpendicular to the railroad. From a spot immediately east of Bringold Avenue, to a position approximately 1,600 feet east of Lake George Avenue, the existing railroad follows the right-of-way built originally by the LG & MR.

Marvin Howard is a lifelong resident of Clare County. He supplied several photographs for this book as well as meaningful insight into the history of the LG & MR and the AAR. Mr. Howard noted that there were three successive rail stations at Lake George. The earliest one was north of the tracks and west of Lake George Avenue. It appears in Figure 4-9, which is courtesy of Marvin Howard. The picture is dated 1900, but the sign on the building indicates that it is 200 miles from Toledo. That mileage is significant, for Lake George was at Mile Post 200 up through 1895, and at Mile Post 194 in 1897 and thereafter. Henry Burger, an expert on AAR stations, believes this building is not characteristic of the small depots built by that line. Furthermore, when C. H. Hackley & Company bought the LG & MR from John L. Woods, assets described in the transaction included "*station houses.*" Lake George had an American Express Company office, as reported in the 1885 Rand, McNally & Co.'s Indexed County and Township Pocket Map and Shipper's Guide of Michigan. This building is where that

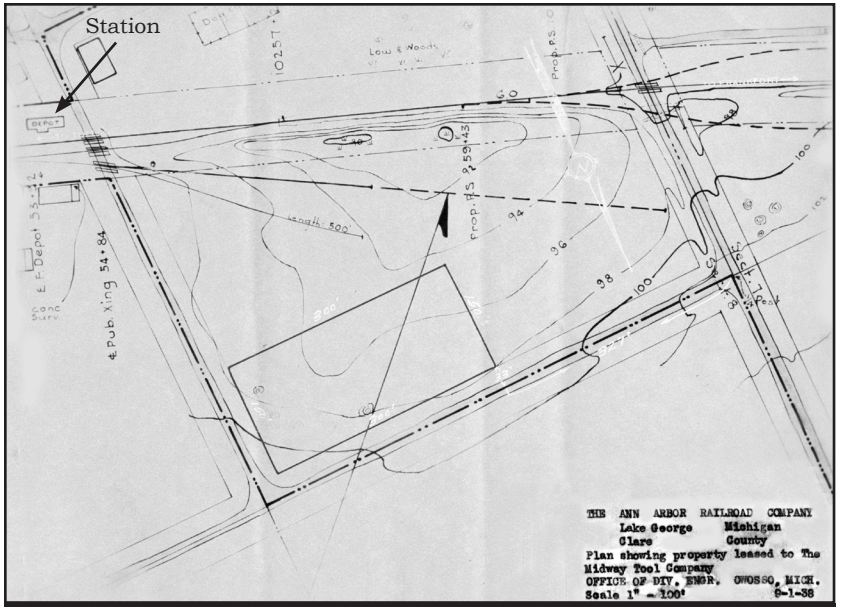


4-9 Circa 1900 1st AAR Station at Lake George

4-11 Undated 2nd Station and Water Tower

office would have been located. Thus, it seems likely that this structure was constructed by the LG & MR and then taken over by the TAA & NM for use as its station. The sign stating the mileage to Toledo was placed when the TAA & NM acquired the building.

4-10 1915 2nd Station at Lake George


Station
THE ANN ARBOR RAILROAD COMPANY
Lake George Michigan
Clare County
Plan showing property leased to The Midway Tool Company
OFFICE OF DIV. ENGR. OWOSSO, MICH.
Scale 1" = 100' 6-1-38

4-12 1938 Map with Position of 3rd Station

4-13 1950s Photograph of 3rd Station

4-14 2013 Former Site of 3rd Station

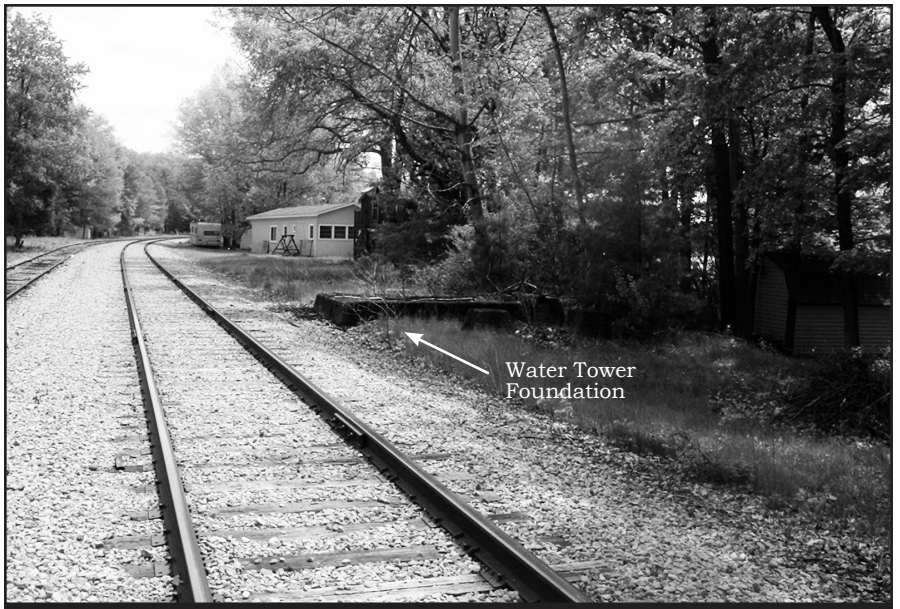
The second station was built by the AAR on the south side of the tracks. It was east of Lake George Avenue, approximately halfway between that road and a water tower used by the railroad. Figures 4-10 is a 1915 photograph of the second station and was provided by Tim McAlister. Figure 4-11 also displays the structure. Both pictures were made facing northeast. When a third station was built, the second one was converted to a private residence, where Marvin Howard was born.

The third and final station at Lake George was also south of the tracks. Its location was west of the second depot, on the east side of Lake George Avenue. The outline of the station is visible in the upper left corner of a 1938 document provided by Henry Burger. It is reproduced in Figure 4-12. Viewed from Lake George Avenue, the station can be seen in a photograph made in the 1950s and presented in Figure 4-13. This picture is part of the H. V. Stevens Collection and was supplied by Henry Burger. Figure 4-14 is a photograph made from approximately the same place in 2013. Figure 4-15 is a photograph made during the same era as Figure 4-13 and is courtesy of Marvin Howard. The view is northeast, from the west side of Lake George Avenue. The third depot is behind a car, on the left, while the Howard grocery store, owned by Marvin's parents, is on the right.

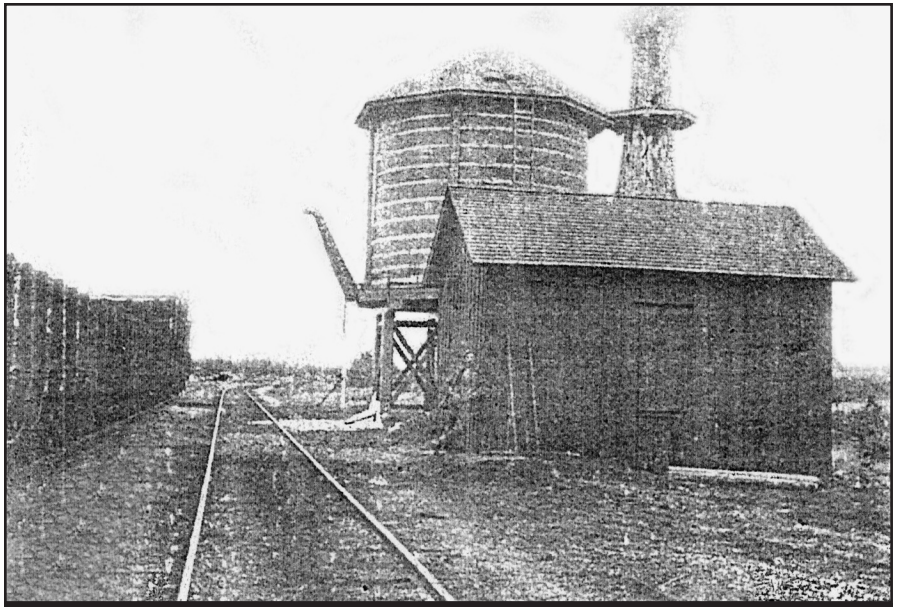
A water tower was present at Lake George before use of the diesel engine caused steam locomotives to disappear. The structure was located east of the second station and is visible in Figure 4-11. A windmill powered a pump which filled the tank. Both the tower and the windmill are visible in Figure 4-16, a 1900 photograph obtained from Marvin Howard. The appearance of the same area in 2013 is displayed in Figure 4-17. On the right side of the track, the foundation for the tower is the only part of it that remains.

Mr. Howard recalls that in the time before electric refrigerators were common, ice was cut from Lake George during the winter and shipped to Toledo via the AAR. This practice continued into the 1930s. Ice was loaded

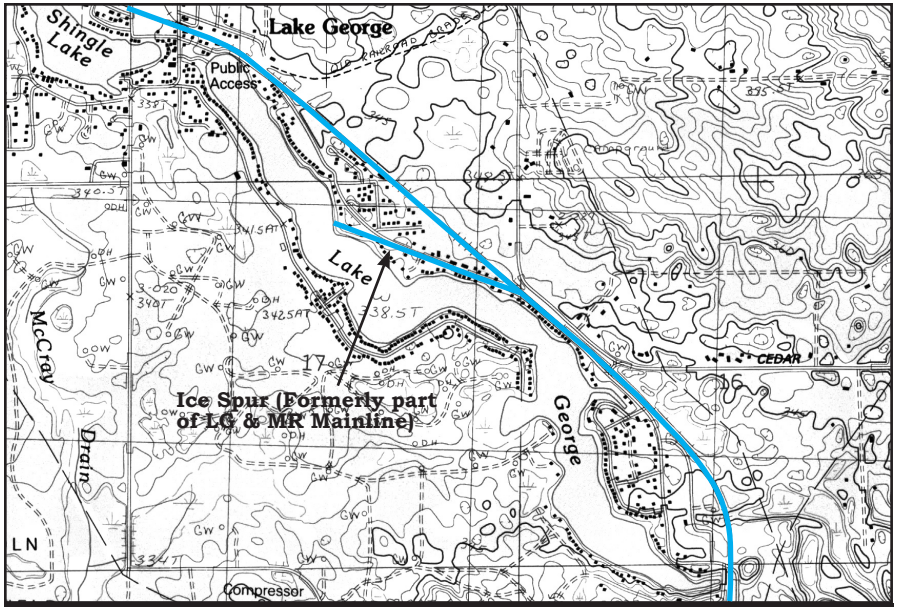
4-15 1950s 3rd Station and Howard Grocery



4-17 2013 View SW toward Water Tower Site



4-16 1900 View SW toward Water Tower



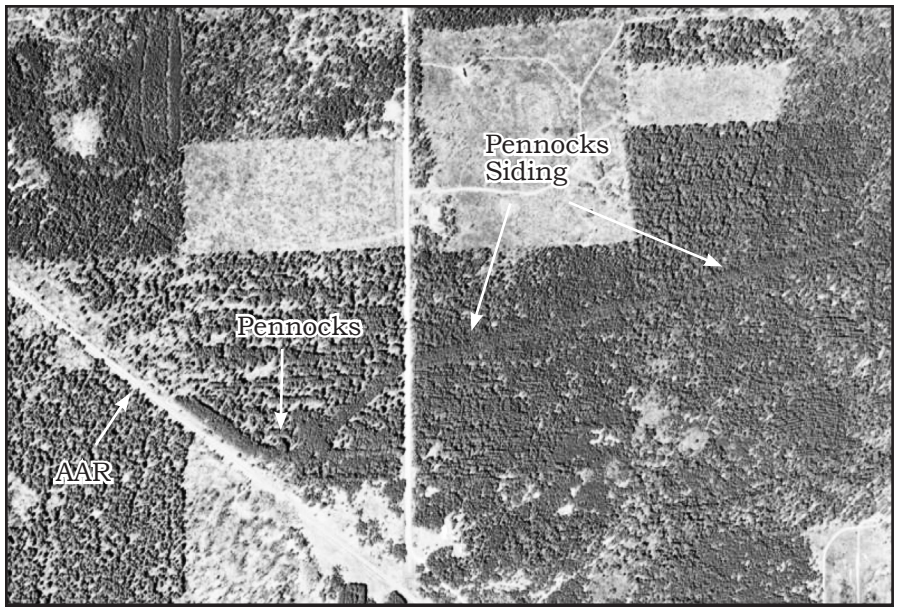
4-18 AAR Ice Loading Spur

4-19 2013 View SE along South Lincoln Street

at a spur at the edge of the lake. The spur was actually part of the original LG & MR mainline, and had also been used as the TAA & NM mainline between 1887 and 1894. Figure 4-18 uses a modern topographical map to indicate the position of the ice-loading spur. That right-of-way is now part of South Lincoln Street and is seen in Figure 4-19, a view toward the southeast. Figure 4-20 is a photograph made at the same position, but facing in the opposite direction. A cut along the side of South Lincoln Street identifies the site of the old ice-loading spur.

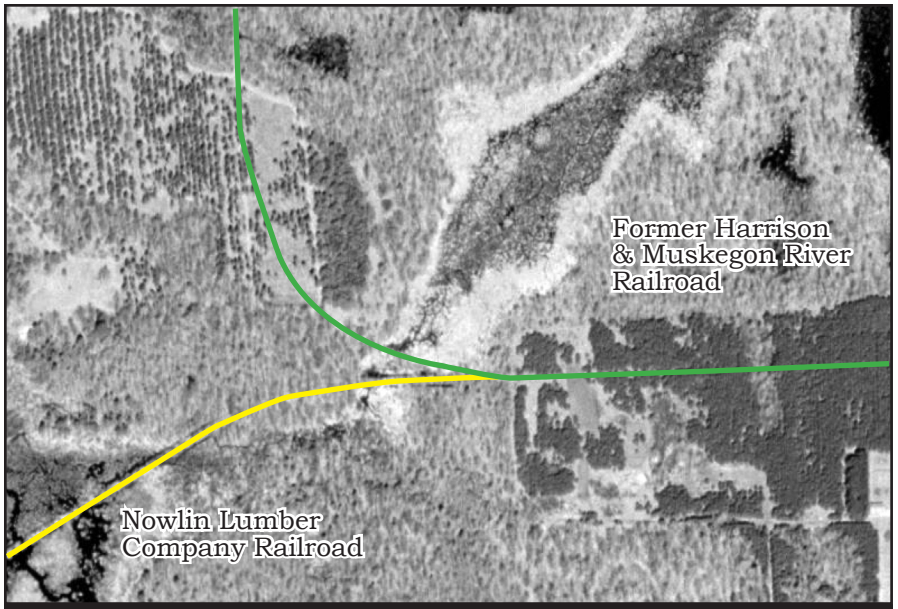
In the northwestern part of Clare County, the village of Pennocks is no longer a station on the AAR. Pennocks Siding originated there and extended to the northeast. Figure 4-21 is a 1998 aerial photograph of that area. About 1894, Horace Hall harvested cedar poles in Section 8, Township 19 North, Range 6 West, and banked them at the siding.

4-20 2013 View NW along Path of Spur



4-21 1998 Site of Pennocks Siding

4-22 A 1998 Aerial of Sec. 10, T19N, R5W



4-22 B 1998 Grades in Color

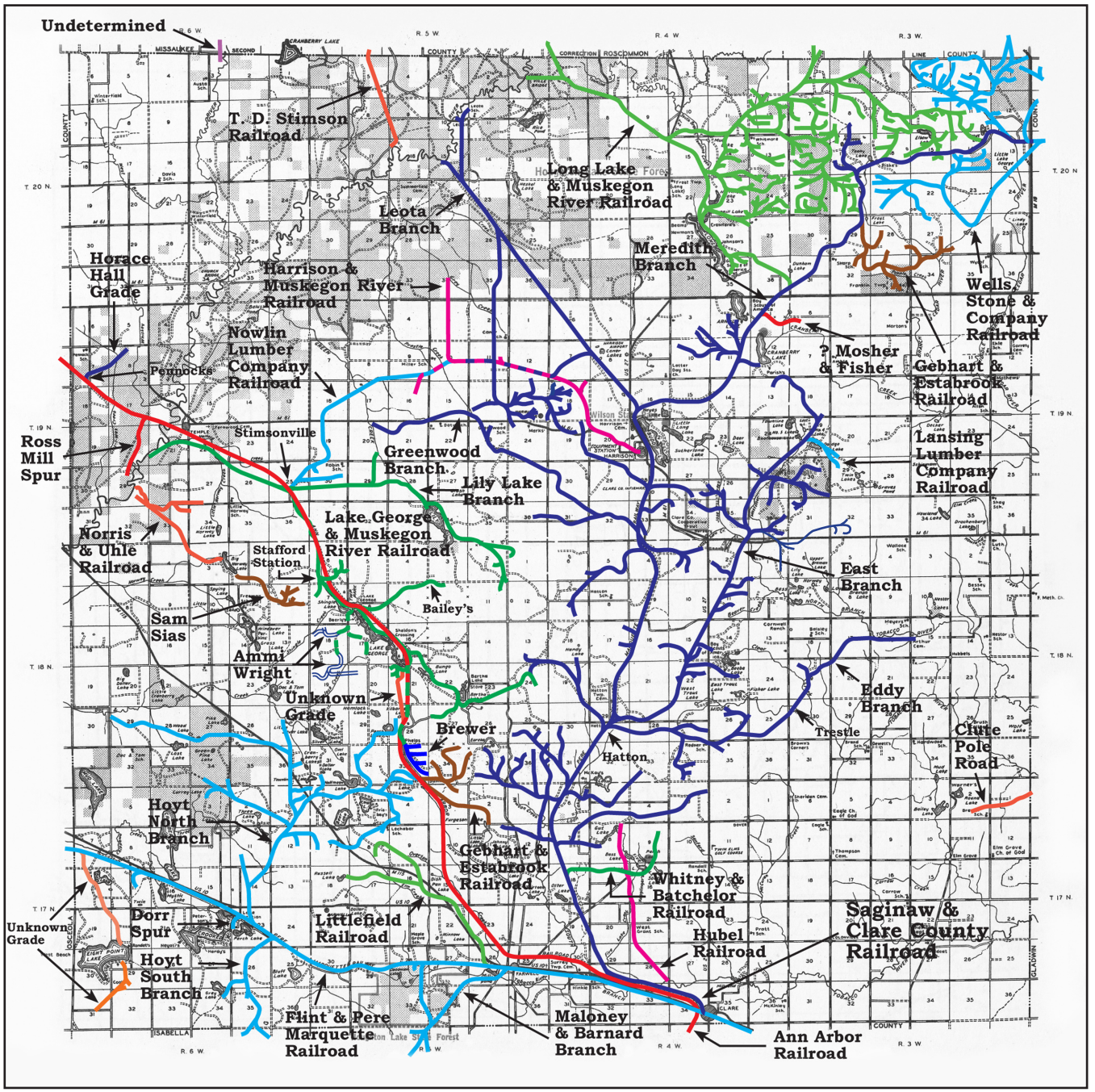
Located between Pennocks and Temple, the Ross Mill Spur was 1.51 miles in length. It was placed in service in 1890 by the TAA & NM and removed in 1897 by the AAR. In 1897, the switch to the spur was at Mile Post 203.2 and the location was called Ross's. Located 2.5 miles west of Temple, it was on the west side of the Muskegon River. The 1906 Atlas of Clare County showed the "Ross Mfg Co" in Sections 17 and 20, and the northeast quarter of the northwest quarter of Section 29 of Redding Township. Much of that land, in Sections 20 and 29, is on the Muskegon River. The Ross Mill Spur can be found in Figure 4-3. In that map, the point of origin appears to have been placed erroneously on the east side of the Muskegon River.

Though never made part of the TAA & C, the right-of-way built by the H & MR did eventually connect, indirectly, with the AAR. Ashley removed the rails from the H & MR grade and used them to build the TAA & C. But later, when the F & PM constructed its Leota Branch, a connection leading to the abandoned H & MR right-of-way was made, and part of that old grade was reopened. At some time after 1893, a junction was made between the H & MR right-of-way and the Nowlin Lumber Company railroad. Figures 4-22 A and B come from a 1998 aerial photograph of the place where that junction occurred. It was in Section 10, Township 19 North, Range 5 West. Figure 4-22 B indicates the relationship of the grades there. This connection made possible an interchange with the AAR at Clarence. Figure 4-23 is a photograph of a map reported to be present at the Register of Deeds of Bay County, Michigan. A right-of-way from Harrison to Clarence is evident. An inquiry to the Register's office failed to produce a date for that particular map. The Nowlin Lumber is discussed further in Chapter 5.

After undergoing several changes in ownership, the post-1894 right-of-way of the AAR remains almost unchanged today. The Great Lakes Central Railroad is the current operator.

The Ann Arbor Railroad

4-23 Undated Map Showing Connection between Clarence and the Leota Branch of the F & PM



Identified Clare County Railroads

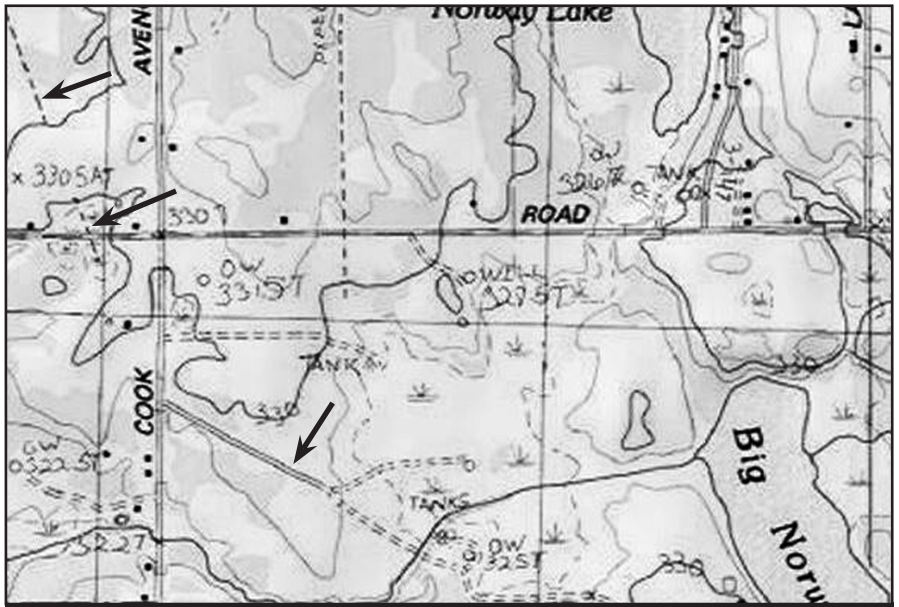
5

Various Other Clare County Logging Railroads

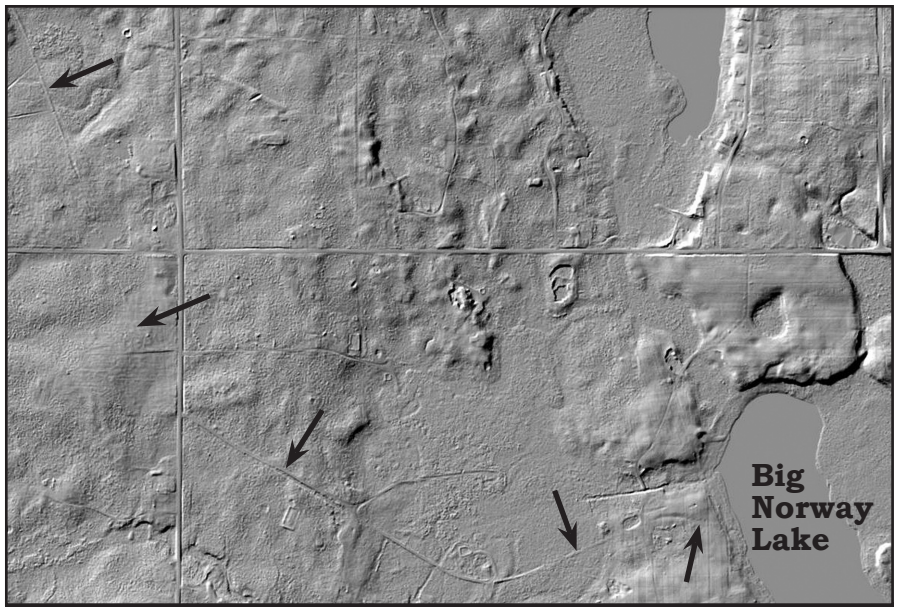
Several Clare County logging companies were located along the lines of the Lake George & Muskegon River Railroad (LG & MR), the Toledo, Ann Arbor & North Michigan Railway (TAA & NM), and last in succession, the Ann Arbor Railroad (AAR). Other loggers used the Flint & Pere Marquette Railroad (F & PM) or its subsidiary, the Saginaw & Clare County Railroad (S & CC) to transport logs. At least one enterprise operated a railroad without directly interchanging with any of these lines. This chapter will discuss only those operations that employed a steam engine. A few other companies continued to dump logs into major rivers, without using any railroad.

A logging railroad was constructed between Norway Lake and the Muskegon River in 1881. It was controlled by Norris & Uhle, agents for the Warren Estate. The 23 March 1881 issue of *Lumberman's Gazette* reported "*A logging locomotive was unloaded at Farwell, Michigan for use fifteen miles north of here. It was placed on runners and taken up the old Ionia-Houghton Lake Road over to Norway Lake, T 18 N-5W . . .*"

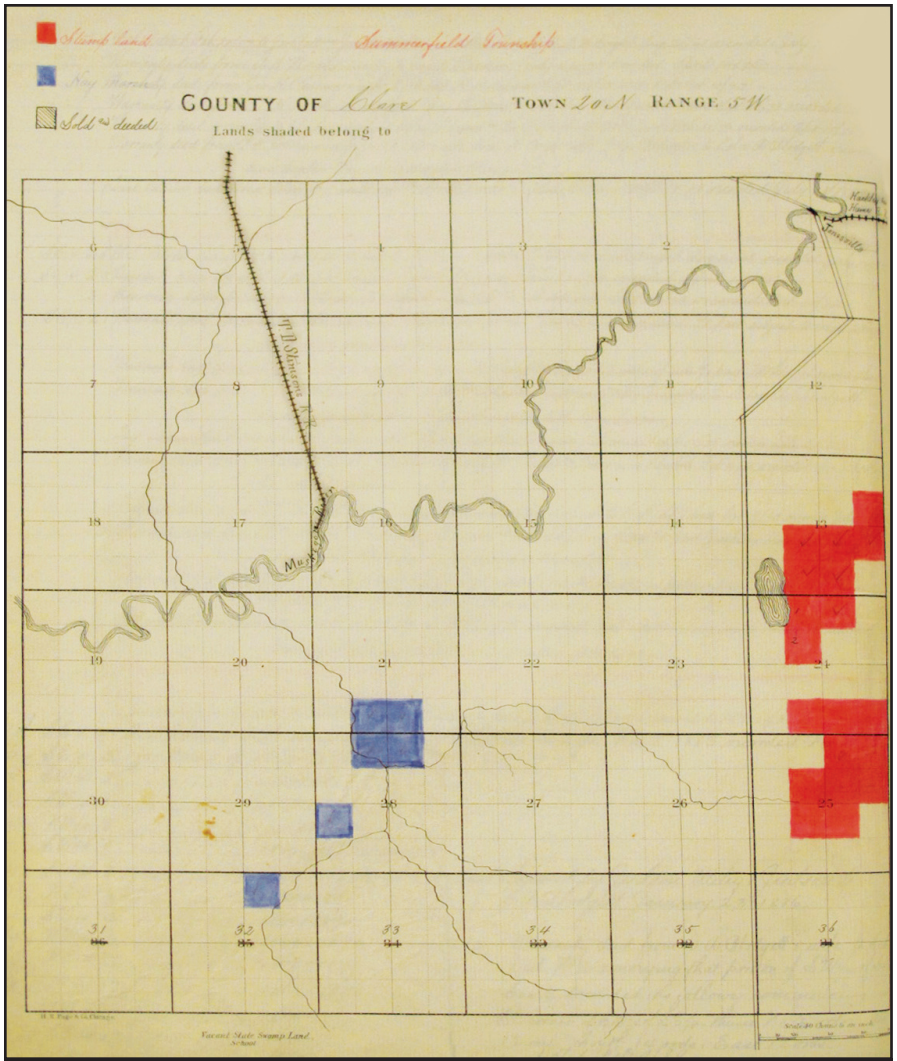
George Hinman Fuller developed his own Clare County logging line, which connected to the LG & MR. Fuller was a native of Maine, as were many Michigan loggers. He had an illustrious record during the Civil War, rising to the rank of Lieutenant Colonel in the 6th Maine Infantry. After being wounded at the Battle of Rappahannock Station, he was mustered out of the army. By 1870, he



5-1 A Norris & Uhle Grade - Big Norway Lake



5-1 B LiDAR Showing Grade and Log Haul Out



5-2 1880s Stimson RR from Blodgett Papers

was engaged in the lumber business in Muskegon. He first purchased timberland in Clare County in 1871.

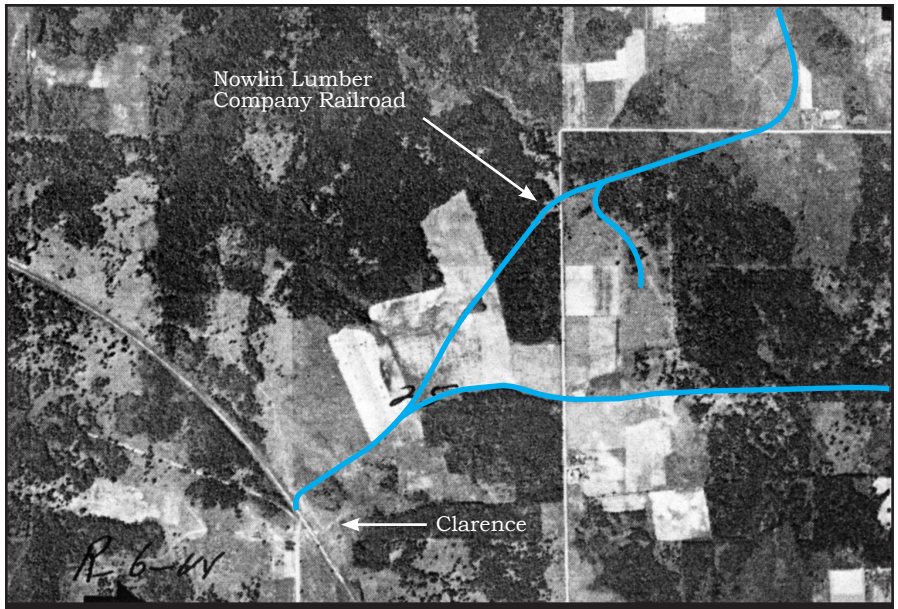
In 1881 and 1882, Fuller purchased timberland in Sections 18, 19, 20, 29, and 32 of Township 18 North, Range 5 West. Grading for his railroad must have been minimal, for no remnant of it can be found on LiDAR imagery. The 27 September 1882 issue of *Lumberman's Gazette* reported that his logging line was three miles long and that logs went out over the LG & MR. Fuller died of tuberculosis at Denver, Colorado on 10 October 1884, having resided there for more than a year.

Thomas D. Stimson made extensive use of the LG & MR to harvest logs in Clare County. He also built his own, separate logging railroad, which originated in Missaukee County. It terminated at a Clare County log dump situated on the north side of the Muskegon River, in Section 16, Township 20 North, Range 5 West. The 14 February 1885 issue of *Northwestern Lumberman* reported that this railroad was 7 miles long, 36 inch gauge, and operated with two Porter engines. Figure 5-2 comes from the Blodgett Family Papers. It shows Stimson's railroad in Summerfield Township of Clare County.

The 12 February 1887 issue of *Northwestern Lumberman* noted that William Gebhart and John Estabrook of Saginaw operated a 36 inch gauge railroad in Clare County. The exact location, in that year, was not mentioned. The line used 4 Russell log cars. In 1889, the two partners bought timberland in Section 34 of Township 18 North, Range 5 West, as well as in Sections 2 and 3 of Township 17 North, Range 5 West. By then, the TAA & NM was operating nearby, allowing logs from Sections 2 and 3 to be reloaded onto standard gauge cars for transport to Saginaw. See the map on page 71. By 1890, Gebhart & Estabrook were logging along the F & PM in Township 20 North, Range 3 West. They bought and sold timberland in Sections 32, 33, and 34 in October of that year.

The Nowlin Lumber Company was an Ypsilanti, Michigan enterprise. The company built a logging railroad in 1892 that originated at a sawmill in Clarence. That line connected with the TAA & NM and extended toward the northeast. It was still operating as late as 1900. At its eastern end, the logging railroad interchanged with track situated upon the former Harrison & Muskegon River Railroad grade, which was operated then by the Flint & Pere Marquette Railroad. Figures 5-3 A and B are part

5-3 A 1938 Nowlin Lumber Company Railroad



5-3 B Grades in Color

of a 1938 aerial photograph of the area north and east of Clarence. Grades are added in Figure 5-3 B.

Farwell – The First Fifty Years, by Hazel G. Littlefield, gives a good description of the logging railroad built by Josiah L. Littlefield. This Farwell resident constructed a planing mill north of the F & PM in 1874. The mill was on a small pond at the west end of town. With the supply of nearby timber decreasing, he decided to construct his own narrow-gauge railroad in 1898. With it, he was able to harvest timber in Sections 8 and 9, and the north half of Sections 16 and 17, in Township 17 North, Range 5 West. That source of logs, itself, was exhausted after "*six or seven years*" and the railroad was abandoned. The Littlefield mill operated for the last time in the summer of 1910.

Fred Hubel operated a Clare County logging railroad sometime after 1900. Michigan's Logging Railroad Era notes that it "*extended north from the Tobacco River in Section 28, Grant Township, approximately parallel with the Five Lakes Creek to Section 8, just east of Gut Lake. These logs were off-loaded to the north bank of the Tobacco River, at what is now Grant Avenue. . . . The logs were run down the Tobacco and retrieved at Beaverton, where a sawmill was operating.*" Reportedly, this information came from a conversation with Herbert Randall, a grandson of Fred Hubel.

The information presented by the five chapters of this book does not represent the entire picture of railroad logging in Clare County. Tram roads, typically powered by oxen or horses, have not been included. The majority of the spurs used by steam-powered railroads are not recorded here. For those fortunate enough to live near Clare County, numerous old grades remain to be discovered and documented.

Appendix A
Chronology of Events

1870

Early in November, construction of the Flint & Pere Marquette Railroad is completed as far west as Clare. The line is opened to Farwell on 7 November, and service to Lake Station, west of Farwell, begins on 29 December.

1872

The Flint & Pere Marquette Railroad reaches Ludington, its western terminal.

1874

The Flint & Pere Marquette Railroad constructs a four mile branch line to the north, in the direction of Budd Lake, the future site of Harrison, Michigan. The branch originates at Hinkle's Mill.

1875

George Fuller buys timberland in Sections 1, 3, and 11 of Township 18 North, Range 6 West. Section 1 is about .3 mile west of the place which will later become Stafford Station. In 1878, Stafford Station will be the origin of the .25 mile West Branch of the Lake George & Muskegon River Railroad.

1876

Construction begins on the Lake George & Muskegon River Railroad. Terminals are on the Muskegon River (Section 21 of Township 19 North, Range 6 West) and Lake George (Section 8 of Township 18 North, Range 5 West). Articles of Association for the railroad are filed on 29 December. The 1876 Report of the Michigan Railroad Commission states that, as of 31 December 1876, 6 miles of rail had been laid and an additional 1.5 miles of the right-of-way were graded; the projected completion date for the line was 1 February 1877.

1877

The Lake George & Muskegon River Railroad is 7.5 miles long when it begins operating on 28 January. Also, the 1877 Report of the Michigan Railroad Commission notes that a 1.83 mile branch line, running east from Lake George, is in operation on 31 December. Aids, Gifts, Grants and Donations mentions that, at the time this branch was proposed, it was conceived as a slightly longer, 2.0 mile segment of track. It was to begin on the mainline, in Section 8, Township 18 North, Range 5 West, and terminate at the northeast corner of Section 9, in the same township and range. The book describes that branch, after it was placed in service, as having origin at Lake George, with an eastern extent defined merely as "*Easterly*." The same publication mentions that, at some later time (likely 1882 and thereafter) the starting point of this branch, at Lake George, would be designation "*Budd Lake Junction*." That would have been the second sequential location of a place identified as such.

The Saginaw & Clare County Railroad Company is formed by Articles of Association on 4 September. It originates at Hinkle's Mill, on the mainline of the Flint & Pere Marquette Railroad between Clare and Farwell. The new line includes the four mile branch originally constructed in 1874. When first organized, Lake George is the proposed terminal.

1878

Amended Articles of Association are filed on 7 June by the Lake George & Muskegon River Railroad. A 3.5 mile branch line is proposed, beginning at Lake George. Aids, Gifts, Grants and Donations reports that the origin of this branch is in Section 18 of Township 18 North, Range 5 West. This is a transcription error; for the actual origin is in Section 8 of the same township and range (see Chapter 2). The book goes on to state that the end of the branch is to be near the northeast corner of Section 27, Township 18 North, Range 5 West. Later in 1878, after this track goes into operation, its as-built length is 3.63 miles.

Two other branch lines (one to the east, another to the west) become operational during 1878. Both originate at Stafford Station. This station is sited on the mainline of the Lake George & Muskegon River Railroad, north and west of Lake George. Its location is approximately 0.9 mile northwest of the terminal for the originally built 7.5 mile mainline. The west branch line is 0.25 mile long, and that to the east, 1.0 mile. There is good evidence that a secondary segment of the west line extended south, on the west side of Lake George.

The 1878 Report of the Michigan Railroad Commission mentions that the railroad operates over two forms of track: the mainline uses flanged wheels on steel rails; some secondary grades utilize concave wheels running on logs (the resulting right-of-way is called a pole road); the latter type of track acts as a feeder for the mainline.

The mainline of the Saginaw & Clare County Railroad adds nine miles of new right-of-way, toward Harrison. Locally, the line is known as the Budd Lake Branch.

1879

Aids, Gifts, Grants and Donations notes that a 5.17 mile segment of track is in operation, beginning at the first location known as Budd Lake Junction. It terminates at Lilly Lake. Budd Lake Junction is at the approximate place where, later, the village of Clarence will exist. The location is confirmed by a deed to John L. Woods (see 1881, below). The 1879 Report of the Michigan Railroad Commission states that, as of 31 December, the Lake George & Muskegon River Railroad operates a 7.5 mile mainline (between Lake George and the Muskegon River) and 13.71 miles of branch lines.

Winfield Scott Gerrish, principal owner of the Lake George & Muskegon River Railroad, sells the north half of Section 18, Township 18 North, Range 5 West on 1 July. The buyer is Isaac Mabie of Bergen County, New Jersey. The deed includes the statement "*Excepting and reserving from the provisions of this deed the right-of-way 100 ft wide for the Lake George & Muskegon River Railroad through said lands.*" A similar reservation is found in another deed written by Gerrish on the same day. Therein, Gerrish sells several parcels of land in Clare County to Eugene F. Beecher, a Brooklyn, New York financier. The properties include most of Section 20 and the northwest quarter of the northwest quarter of Section 29, all in the same township and range. Then, on 11 December, Beecher sold the land in Sections 20 and 29 to Mary L. Clark, a resident of East Orange, New Jersey and the wife of George Clark.

At the end of 1879, named branch lines known to be in operation are 0.25, 1.00, 3.63, and 5.17 miles in length (the two branch lines originating at Stafford Station will not be removed until 1880). These total 10.05 miles, leaving 2.66 miles unspecified (but this figure probably includes the 1.83 mile branch line built in 1877).

The Saginaw & Clare County Railroad is operating as far north as Hatton.

1880

The Federal census reveals that the T. D. Stimson logging camp, at Budd Lake Junction, is called Stimsonville. Later, this will be the site for the village of Clarence.

Together, Matthew Wilson and Winfield Scott Gerrish purchase all of Section 27, Township 18 North, Range 5 West. The purchase, from the Land Department of the Flint & Pere Marquette Railroad, takes place on 25 August. This property is the farthest southeast of the timberland harvested by Gerrish during the time he controlled the Lake George & Muskegon River Railroad.

Gerrish buys several parcels of land from Eugene F. Beecher on 24 August. The price is $937.00. These consist of most of the properties Gerrish sold to Beecher fourteen months before. Perhaps those two transactions were a mechanism for Gerrish to overcome a short-term cash flow problem. Both documents note a right-of-way reserved, through the parcels, for the Lake George & Muskegon River Railroad. That right-of-way was to remain under control of the railroad.

In addition, Mary L. Clark sells the property she bought from Beecher, in 1879, back to Winfield Scott Gerrish on 5 August. The document transfers timberland in Sections 20 and 29, Township 18 North, Range 5 West. This deed contains the same reserved right-of-way for the Lake George & Muskegon River Railroad. These papers (plus the previously noted 1879 deed to Isaac Mabie) suggest the presence of a Lake George & Muskegon River Railroad right-of-way on the west side of the lake called Lake George. Ten months later (in June, 1881) Gerrish will sell the parcels obtained from Beecher and

Clark to Turlington Harvey. Probably much of the timber had been removed by then, but the remaining logs made the land worth $0.70 per acre. Perhaps Harvey used some of the grade, west of the lake, to access to this timber.

Aids, Gifts, Grants and Donations indicates that sometime during 1880, the two branch lines originating at Stafford Station are either withdrawn from service or abandoned. The 1880 Report of the Michigan Railroad Commission (specifying conditions as of 31 December) designates the entire length of the railroad, between the Muskegon River and the northeast corner of Section 27, Township 18 North, Range 5 West, as an 11.13 mile mainline. Only one 7.0 mile branch, identified that year as the "*East Branch*," is operational. Additional information within Aids, Gifts, Grants and Donations makes it clear that the "*East Branch*" is, in fact, the branch that originates at Budd Lake Junction. It has been extended beyond Lilly Lake, giving it a total length of 7.0 miles. The 1.83 mile branch line, built in 1877, is no longer in operation.

The Saginaw & Clare County Railroad begins operating as far north as Harrison on 30 September.

1881

The 1881 Report of the Michigan Railroad Commission notes that the mainline of the Lake George & Muskegon River Railroad remains 11.13 miles long. The 7.0 mile branch line, noted the year before, is described this year as: "*East from Budd Lake Junction to Lilly Lake.*" A new 1.75 mile branch line now originates from the pre-existing 7.0 mile branch. It begins at the east line of Section 30, Township 19 North, Range 5 West, and terminates in the center of Section 17 of the same township and range. The total length of branch lines is 8.75 miles. Aids, Gifts, Grants and Donations lumps these two branches together and reports that both were abandoned at an unspecified later date.

The Lake George & Muskegon River Railroad is sold to John L. Woods, Vice President of the line. The sale price is noted to be $50,000 in this 8 November transaction recorded in Clare County Deed Book 9, page 312. The document contains an excellent description of the railroad as it existed then: *". . . the Lake George & Muskegon River Railroad, which extends from the Muskegon River in Town number Nineteen North, Range Six West in said County of Clare to Muck Lake (so called) in Town number Eighteen North, Range Five West in the same county, with a branch road called the Budd Lake Branch extending from the Township first above mentioned to Sections One and Two in said Township Eighteen North, Range Five West, passing through Towns number Nineteen North, Range Five West, including all termini of said railroad and Branches and also all rights of way, depots grounds and rollways, rails, fences, bridges, telegraph lines, station houses and other buildings, engine houses and machine shops, main Branch and side tracks now constructed or in course of construction; also all engines, locomotives, rolling stock and other motive power belonging to said railroad.*"

A map, Rand, McNally and Company's *Michigan, Northern Michigan and Lake Superior*, shows a continuous right-of-way from the mainline of the Lake George & Muskegon River Railroad, all the way to Harrison. This grade travels past a place called Bailey's. The right-of-way from Stimsonville to Lilly Lake does not appear on this map. A settlement named Bailey's was included as early as 1879 in Rand, McNally and Company's *Map of Michigan*.

1882

Between 2 January and 18 March, the Thayer Lumber Company operates part of the Lake George & Muskegon River Railroad, under lease from John L. Woods. Then Woods signs an agreement with Charles H. Hackley, Porter Hackley, and Thomas Hume, selling the railroad for $45,000.00. The document is signed 2 January, but recorded 18 March in Clare County Deed Book 9, page 432. The description of the line is the same as that contained in the deed written two months before, when Woods bought it. The deed goes on to state that "*It is expressly understood and agreed that this instrument is made and accepted subject to a lease of a portion of said railroad and of a portion of the rolling stock and personal property belonging to said road heretofore made by said John L. Woods to the Thayer Lumber Company of Muskegon, Michigan having date of January 2nd 1882, which said lease with the interest of said John L. Woods herein is to be transferred to the said parties of the second part herein contemporaneously with delivery of this instrument.*"

The 11th Annual Report of the Commissioner of Railroads notes the configuration of Michigan railways that exists on 31 December. In the portion devoted to the Lake George & Muskegon River Railroad, the Budd Lake Branch is no longer listed; it has been removed.

Colonel George Fuller purchases a large tract of Clare County timberland on 1 August. The property is located primarily in the southern half of Freeman Township and also in Sections 29 and 30 of Lincoln Township. The 27 September issue of *Lumberman's Gazette* reports that Fuller operates a railroad three miles long; his logs go out over the Lake George & Muskegon River Railroad. Although the connection to the latter line could have been accomplished by reopening the West Branch at Stafford Station, the more likely junction point is at a location farther south.

The 19 June issue of *Northwestern Lumberman* reports that the Roscommon Lumber Company plans to build a 10 mile railway, the Houghton Lake & Barker City Railroad, in Roscommon County. Logs will be dumped into Houghton Lake. At that time, 42 inches is proposed as the gauge for the line.

Jesse Hoyt dies on 12 August. He is the president of the Flint & Pere Marquette Railroad.

1883

The 21 March edition of *Lumberman's Gazette* reports that Ammi Wright has 70 men preparing roadbeds for logging by rail in three townships. In Lincoln Township (Township 18 North, Range 5 West 1) Sections 9, 16, 17, 18, 19, and 20; in Franklin Township (Township 20 North, Range 3 West) Sections 12, 21, and 22; in Freeman Township (Township 18 North, Range 6 West) 80 acres. Logs from Lincoln and Freeman Townships will likely go to the Muskegon River over the Lake George & Muskegon River Railroad.

C. H. Hackley & Company operates part of the Lake George & Muskegon River Railroad. The Report of the Michigan Railroad Commission notes that as of 31 December, an 11.50 mile mainline is in use, along with a 1.5 mile track from the mainline to the skid way (rollway). Rails from Budd Lake Junction to Lilly Lake have been removed, possibly for use in construction of the Long Lake & Muskegon River Railroad (also owned by C. H. Hackley & Company). The latter line, in Frost Township, has a separate log dump on the Muskegon River at Jonesville, in Section 1, Township 20 North, Range 5 West. The Long Lake & Muskegon River Railroad will operate until at least the middle of 1892.

Hardesty's *Map of Michigan* (also the Hardesty map issued in 1884) continues to show a railroad connecting the Lake George & Muskegon River Railroad to Harrison. That right-of-way links the village of Lake George with Harrison. Lake George is now the second location of "*Budd Lake Junction*," as reported by Aids, Gifts, Grants and Donations.

The 17 March edition of *Northwestern Lumberman* notes that the Roscommon Lumber Company's Houghton Lake & Barton City Railroad is 10 miles long. It is now reported to be a standard gauge line.

The Hoyt North Branch and Dorr Spur are placed in operation, originating from the mainline of the Flint & Pere Marquette Railroad. Regarding Hoyt North, the Report of the Flint & Pere Marquette Railroad Company Embracing Traffic Reports of the Road for the Year 1884 notes that "*This is an important branch for logging purposes, and the greater portion of it was constructed by Messrs. Hoyt and Dorr in 1883. Main stem leaves F. & P. M. near Lake Station, bears north and east, passing through sections 1, 11, 12, 14 and 23, in town 17 north, range 6 west, and into section 6, in town 17 north, range 5 west. Will be extended two miles further, across sections 4 and 5, in town 17 north, range 5 west, as the wants of these men require.*" Dorr Spur is described in Chapter 1.

The Meredith Branch of the Saginaw & Clare County Railroad begins operating into Meredith on 22 November.

1884

Turlington Harvey continues to buy partially harvested Clare County timberland in March; logs likely go to the Muskegon River via the Lake George & Muskegon River Railroad.

Josiah Littlefield buys several parcels of stump land from Michigan's Auditor General on 1 August. These properties are being sold to satisfy outstanding back taxes. Included are all of Section 27, and the southwest quarter of the northeast quarter of Section 29, both in Township 18 North, Range 5 West. Littlefield probably plans to use pre-existing railroad grades in these parcels for his logging. Easy connections with secondary rights-of-way of the Lake George

& Muskegon River Railroad, now operated by Hackley & Hume, are possible with the timberland in Sections 27 and 29.

The 19 March issue of *Lumberman's Gazette* reports that at Meredith, the track of the Wells, Stone & Company Railroad lies parallel to the Flint & Pere Marquette right-of-way for a distance of one quarter mile.

Construction of the Maloney & Barnard Branch of the Flint & Pere Marquette Railroad, begun in 1882, is finished. See Chapter 1 for further details. The Hoyt North and Hoyt South Branches of the Flint & Pere Marquette Railroad are in operation. Both originate at Lake Station and appear on the 1883-1884 *Railroad Map of Michigan*, part of the Eleventh Annual Report of the Commissioner of Railroads of the State of Michigan.

1885

The 1885 Rand, McNally & Co.'s Indexed County and Township Pocket Map and Shipper's Guide of Michigan lists several places along the Lake George & Muskegon River Railroad that have an American Express office. They include: Winterfield, Stafford Station, Lake George, Grant, and Bailey's.

Page 73 of Michigan's Logging Railroad Era 1850-1963 reprinted a quote from page 14 of the 11 July 1885 issue of *Northwestern Lumberman*: "*A report that the F & P M will run to Houghton Lake over the Wells, Stone & Company and the Roscommon Lumber Company's railroads. Wells, Stone & Company are to take up their logging railroad from Meredith to Houghton Lake. C. B. Fields, manager for the Roscommon Lumber Company will regrade the road* [the Wells, Stone & Company railroad] *to connect with his line, and the F & P M will iron it, and through trains will soon be running to Houghton Lake.*"

1886

Articles of Association are filed for the Toledo & Cadillac Railroad Company on 26 January. This entity purchases no right-of-way in Clare County. Articles of Association for the Toledo, Ann Arbor & Cadillac Railway are filed on 22 June. The latter organization is the construction company that builds what becomes, in 1895, the Ann Arbor Railroad, between Mt. Pleasant and Cadillac.

The 11 February issue of the Muskegon *Weekly Chronicle* reprinted an article that first appeared in the Detroit *Times*. It noted that the Roscommon Lumber Company's railroad was "*about 15 miles long; narrow gauge . . .*" and "*Their road terminates at this time in Meredith (Clare County), which place is their depot for all supplies, forming connections with the Flint & Pere Marquette Railroad.*" This statement implies that the Houghton Lake & Barker City Railroad is narrow gauge, but most other contemporary sources suggest that it is, in fact, standard gauge. See page 33 of the Twelfth Annual Review of the Lumber and Shingle Product of the Northwest (1885) and page 265 of Poor's Directory of Railway Officials (1887). One explanation for this discrepancy may be that since the line began in 1882 as a narrow gauge railroad, it continues to use narrow gauge equipment on spurs tributary to a standard gauge mainline. Additional evidence is found in the 2 February 1889 issue of *Northwestern Lumberman*. That article included a statement that James Ashley had previously bought 72 flat cars, one box car, and 3 locomotives from the Roscommon Lumber Company. Presumably, that rolling stock was to be used on the standard gauge Toledo, Ann Arbor & North Michigan Railway. This would not have been possible if the equipment had come from a narrow gauge line.

In May, Addison Brewer buys a half interest in the south half of Section 33, Township 18 North, Range 5 West, from the estate of the deceased George Fuller. The price is $11,750.00, suggesting that Fuller had not completely harvested this property.

Aids, Gifts, Grants and Donations reports that the 3.5 mile segment of the Lake George & Muskegon River Railroad right-of-way, described in the Articles of Association filed on 7 June 1878, was sold to the Toledo, Ann Arbor & Cadillac Railway: "*This sale was made between August 25 and December 20, 1886. A portion of the old grade from Temple to four miles south of Lake George was utilized by No. 20* [the Toledo, Ann Arbor & Cadillac Railway]. *Edmund H. Hazelton, W. Scott Ger*[r]*ish and four associates of Hersey* (Michigan) *were incorporators of No. 17* [the Lake George & Muskegon River Railroad]. *It was a forest road. On November 28, 1881 the road passed to John L. Woods and on February 18, 1882 to C. H. Hackley & Company, who utilized it as a forest road until the sale above mentioned to No. 20. There is no further data as to the abandonment of parts of this road.*"

However, the statement made in the preceding paragraph is not supported by any deed filed and recorded at the Clare County Courthouse. There, the deed index contains no transaction with C. H. Hackley & Company (or any of its owners or directors) as grantor and the Toledo, Ann Arbor & Cadillac Railway, the Toledo, Ann Arbor & North Michigan Railway, or the Ann Arbor Railroad as grantee. In fact, the right-of-way that will become part of the Toledo, Ann Arbor & Cadillac Railway is actually in the hands of several individuals, in 1886. This includes Section 16 of Township 18 North, Range 5 West. That entire section was purchased from George Gallup by James Ashley in June. Although more than a mile of the Lake George & Muskegon River Railroad right-of-way is contained within that property, the deed does not mention the railroad at all.

Another implication of the quote in the paragraph above, from Aids, Gifts, Grants and Donations, is that in 1886, the Lake George & Muskegon River Railroad possessed a grade that reached a point four miles south of the village of Lake George. This corresponds approximately to the later location of Phelps, a village represented on the map at the beginning of Chapter 2. Analysis of Figures 4-7 A through D suggests that between Lake George and a point approximately one mile east of the Muskegon River, the path followed by the Toledo, Ann Arbor & Cadillac Railway was precisely what had been previously built by the Lake George & Muskegon River Railroad. The two rights-of-way differed, south of Lake George, except through the south half of Section 28, Township 18 North, Range 5 West, where they coincided.

The 18 November issue of the *Newberry News* reported that "*The Toledo, Ann Arbor & Northern Railroad has purchased the ten miles of roadbed graded last winter by the Roscommon Lumber Company to the Muskegon River, paying therefore the sum of $24,000. Harrison can secure the road by subscribing $15,000.*" That roadbed was known as the Harrison & Muskegon River Railroad. Data collected in 1886 (probably before the sale mentioned above) appeared in the 1887 edition of Poor's Directory of Railway Officials. Under the Harrison & Muskegon River Railroad, the publication states that the line is owned by H. C. Akeley, is ten miles long and has a gauge of 4 feet 9 inches; it owns one locomotive and forty cars.

The purchase described in the paragraph above is significant. It probably took place shortly before that issue of the *Newberry News* was printed. Thus, it is likely that it occurred within the 25 August to 20 December, 1886 time frame mentioned in data from Aids, Gifts, Grants and Donations. We can conclude that the right-of-way purchased during the latter half of 1886 was not that of the Lake George & Muskegon River Railroad, but rather, that of the Harrison & Muskegon River Railroad. James M. Ashley, Jr., appears to have been playing the owners of two different segments of railroad against each other, while shopping for the best deal possible. Ashley also hedged his bet regarding which grade would eventually be selected; the rails and rolling stock of the Harrison & Muskegon River Railroad could be put to use on the Toledo, Ann Arbor & Cadillac Railway even if (as it turned out) the Lake George & Muskegon River Railroad route were chosen.

1887

The 15 April issue of the *Clare Democrat* reports: "*East Saginaw, April 11-Dr. H. C. Potter, general manager of the F. & P. M. road, told the Detroit News correspondent this afternoon that the Toledo, Ann Arbor & Northern Michigan railroad company has made overtures to the F. & P. M. to purchase so much of the Harrison Branch of the latter company as lies between Harrison Junction and Harrison, 14 miles. If the sale is made, the F. & P. M. would probably build the road* [a new right-of-way for the S & CC] *from Clare, connecting with what is called their Houghton Lake Branch.*"

Healy Cady Akeley sells several parcels of partially harvested timberland to Charles C. Field on 28 April. The price is $3,000.00. Field is the Manager and Akeley, a Director of the Roscommon Lumber Company. These properties had been purchased by Akeley in 1885 and 1886 at a total cost of $87,800.00. They are in Sections 6, 18, 19, and 20 of Township 19 North, Range 4 West and in Sections 12 and 13 of Township 19 North, Range 5 West. An exclusion within the deed stipulates "*excepting and reserving the right of way across said lands for a railroad heretofore conveyed to James M. Ashley, Jr.*" The excepted right-of-way is in the Southwest quarter of Section 12, Township 19 North, Range 5 West and in the west half of Section 18, Township 19 North, Range 4 West; it is part of the Harrison & Muskegon River Railroad.

During the construction phase of the Toledo, Ann Arbor & Cadillac Railway, none of the Harrison & Muskegon River Railroad grade is

used. In 1892, the Nowlin Lumber Company will build a logging railroad northeast from Clarence. It will connect to the old Harrison & Muskegon River Railroad grade at a point in Section 10, Township 19 North, Range 5 West. In 1897, the Flint & Pere Marquette Railroad will construct its branch line from Harrison to Leota. Subsequently, a connection will be established between the Leota Branch and the middle portion of the Harrison & Muskegon River Railroad grade. See Figures 4-22 B on page 69 and 4-23 on page 70.

Construction of the Toledo, Ann Arbor & Cadillac Railway, through Clare County, is completed in December. The line is consolidated with the Toledo, Ann Arbor & North Michigan Railway on 21 December.

1888

In Clare County, several deeds are recorded that contain parts of the right-of-way used previously by the Lake George & Muskegon River Railroad. They are situated between Temple and Section 21, Township 18 North, Range 5 West. In each case, the grantee is either the Toledo, Ann Arbor & Cadillac Railway or the Toledo, Ann Arbor & North Michigan Railway. Grantors include 1: William Seeley (Sections 25, 26, and 36, Township 19 North, Range 6 West; Section 31, Township 19 North, Range 5 West; and Section 6, Township 18 North, Range 5 West), 2: Allen Campbell (Section 21, Township 19 North, Range 6 West), and 3: Turlington Harvey (Sections 6, 7, 8, and 21, Township 18 North, Range 5 West).

The Saginaw & Clare County Railroad is merged into the Flint & Pere Marquette Railroad system.

1889

Charles C. Field sues James M. Ashley in Federal Court for failure to pay the remaining $6,000.00-7,000.00 of a contracted price of $39,000.00 for portions of the Harrison & Muskegon River Railroad. As the case was reported, that year, the agreement was said to involve 12 miles of railroad, 72 flat cars, 3 locomotives, and 1 box car. Ashley maintains that the Roscommon Lumber Company did not deliver all the assets for which it was obliged. The proceedings were reported in the 2 February 1889 issue of the *Northwestern Lumberman*.

William Gebhart and John Estabrook, operating as Gebhart & Estabrook, are using a railroad to log Sections 2 and 3, Township 17 North, Range 5 West. From a switch at Summit, logs go out over the Toledo, Ann Arbor & North Michigan Railway.

After ten years of ownership, C. H. Hackley sells 1,080 acres of mostly cut-over timberland to a Mr. Austin for $750.00. The purchase includes all of Section 26, the south half of the southwest quarter of Section 28, and the northwest quarter of the northeast quarter of Section 29, all in Township 18 North, Range 5 West. This suggests that portions of the Lake George & Muskegon River Railroad grade which had not been incorporated into the Toledo, Ann Arbor & North Michigan Railway, may still have been in use for active logging.

1890

James Ashley sells land northwest of Clarence to Cornelius Beluss. It is located in Section 21, Township 19 North, Range 6 West. The transaction does not include the right-of-way of the Toledo, Ann Arbor & North Michigan Railway, which passes through it. The sale is recorded in Clare County Deed Book 12, page 553.

1891

1892

The Annual Report of the Flint & Pere Marquette Railroad includes a map that shows Meredith as the terminal of its Harrison Division. The "*East Branch*" of the Harrison Division ends at "*Dodge V*" (Dodge Village).

1893

The Annual Report of the Flint & Pere Marquette Railroad includes a map that shows Frost Station as the terminal of its Harrison Division.

1894

The Annual Report of the Flint & Pere Marquette Railroad includes a map that shows Harrison as the terminal of its Harrison Division.

1895

The map included with the Annual Report of the Flint & Pere Marquette Railroad suggests that the East Branch of the Harrison Division, from Dodge Village to Hatton, has been removed.

Most of the portion of the Clare County right-of-way of the Toledo, Ann Arbor & North Michigan Railway that had previously been part of the Lake George & Muskegon River Railroad is rebuilt. Less than one mile of the original logging railroad grade is used in the realignment. Approximately 0.25 mile of roadbed, through downtown Lake George, is one of these places. This segment of reused right-of-way begins immediately east of Bringold Avenue and extends to a point about 1600 feet east of Lake George Avenue.

1896

The map accompanying the Annual Report of the Flint & Pere Marquette Railroad no longer includes the Maloney & Barnard Branch. The Hoyt North and South Branches are still represented.

1897

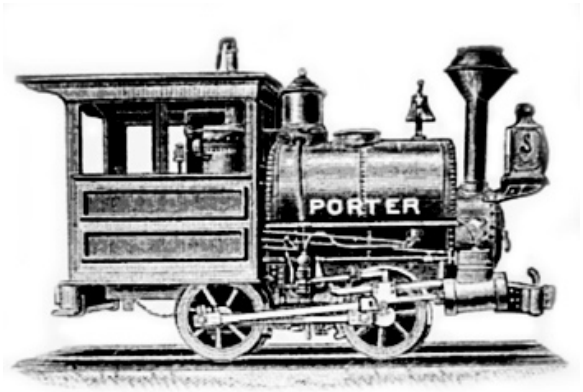
The Flint & Pere Marquette Railroad adds a branch line to the Harrison Division. It connects Harrison to the village of Leota.

1898

The map accompanying the Annual Report of the Flint & Pere Marquette Railroad no longer includes the Hoyt North Branch. The Hoyt South Branch is still represented.

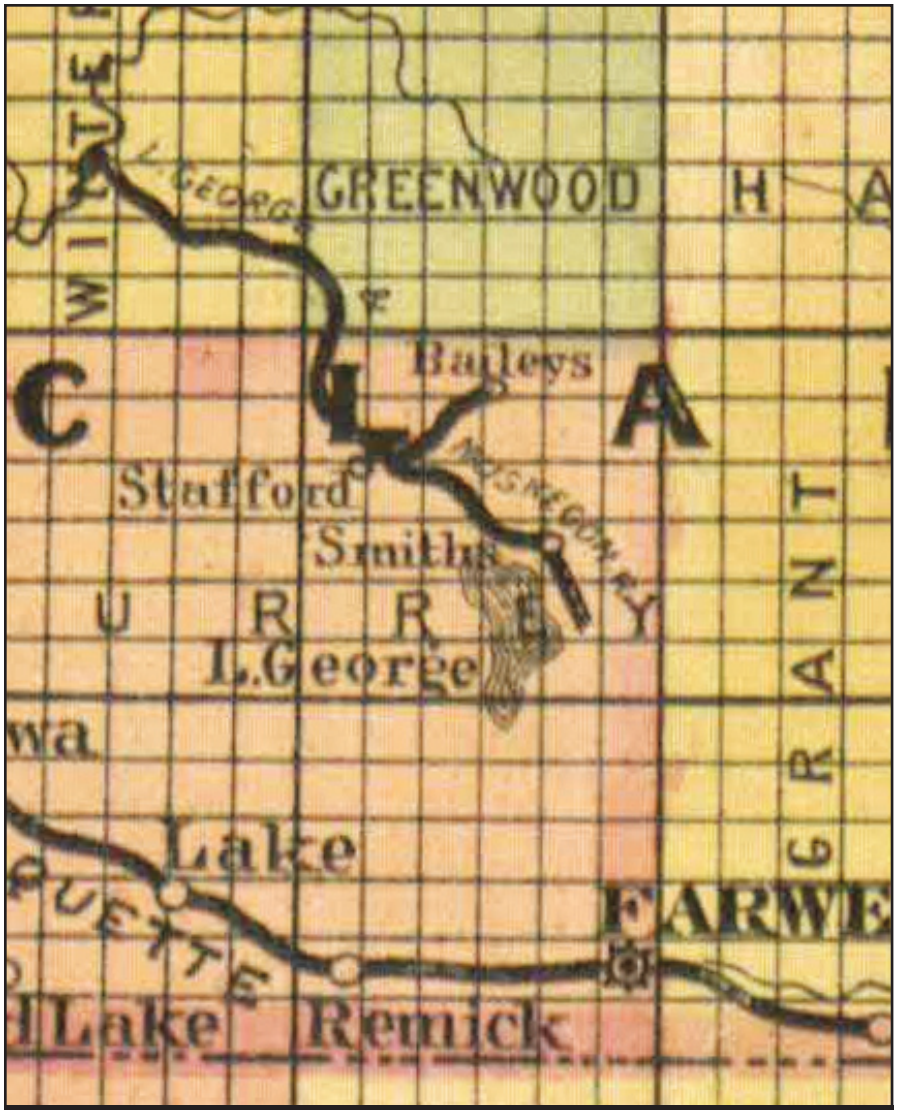
1899

The Flint & Pere Marquette Railroad is merged into the Pere Marquette Railroad on 1 November.



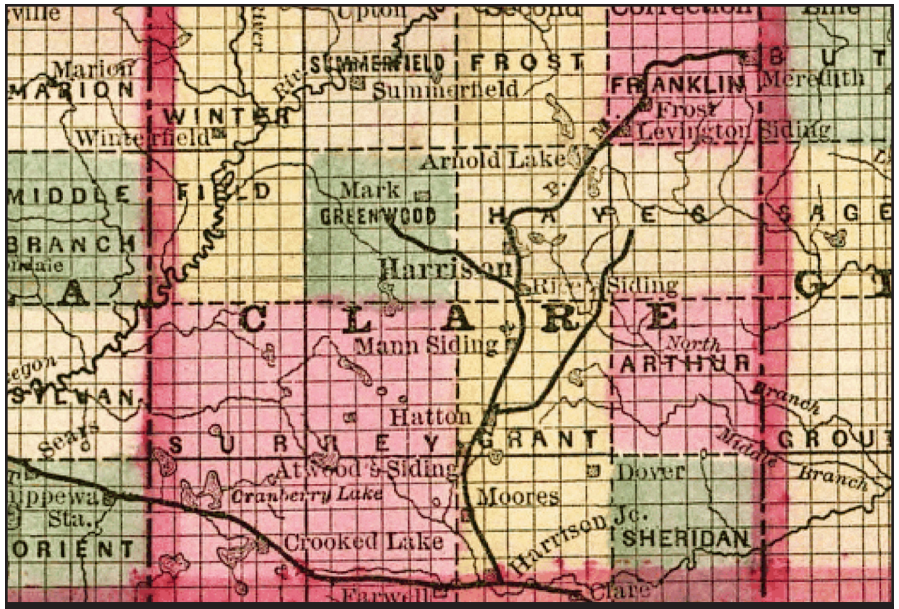
Appendix B

Additional Maps

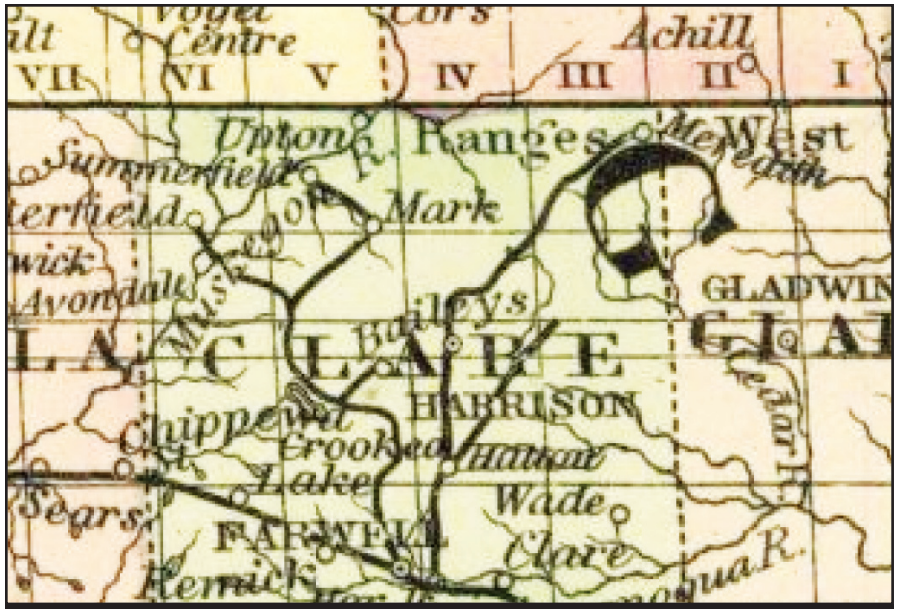


B-1 1878 *Railroad Map of Michigan* by Cram

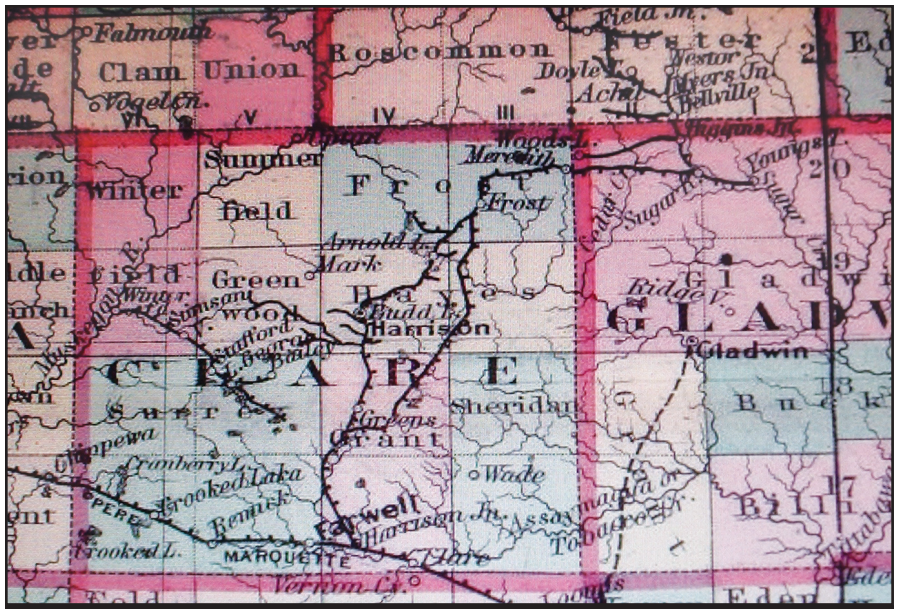
B-2 1884 *Railroads of Michigan* by Stebbins



B-3 1885 *Official Railway Map of Michigan*



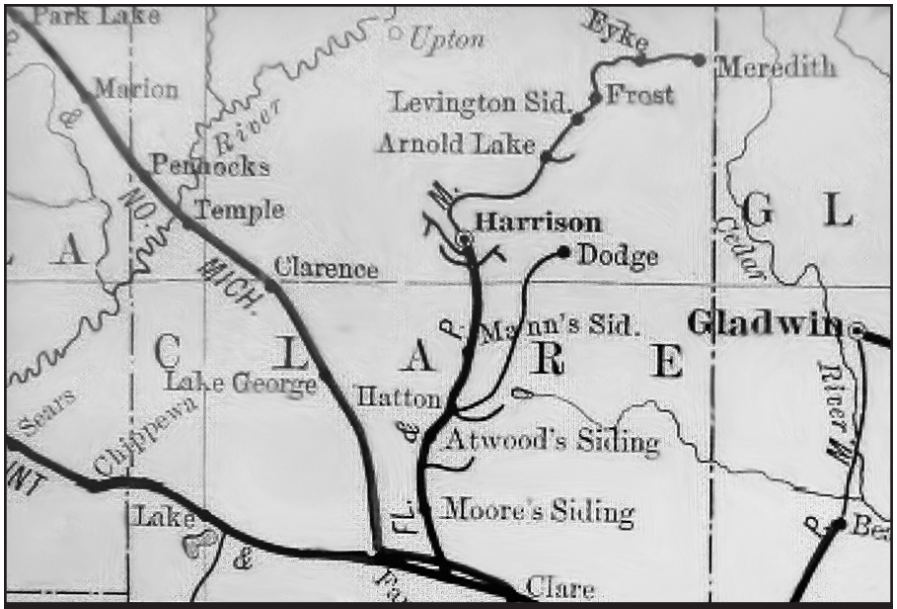
B-5 1887 *County and Twp. Map* by Mitchell



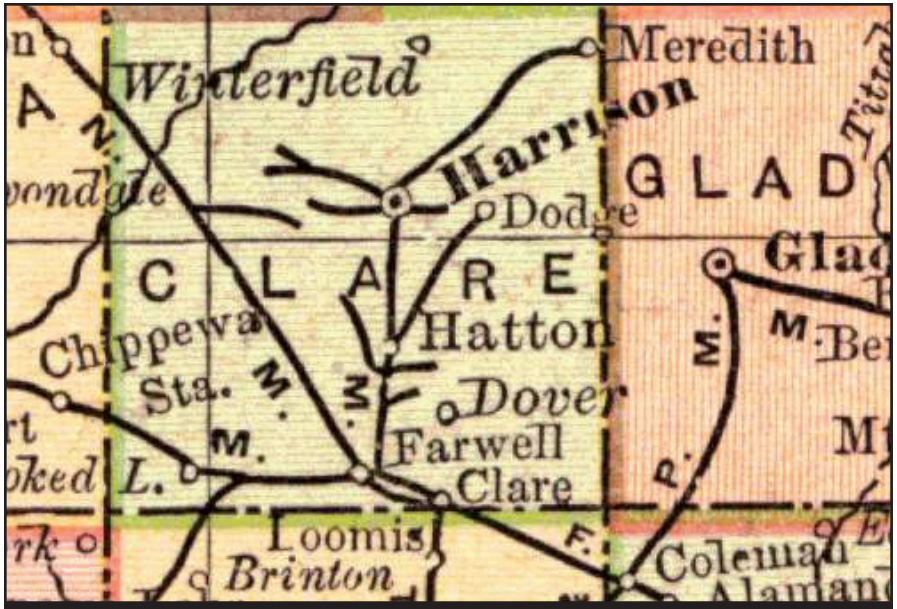
B-4 1886 *Map of Michigan* by Colton

B-6 1888 *Southern Michigan* by Rand, McNally

Additional Maps



B-7 1891 *Mich. and Wisc.* by Rand, McNally



B-8 1893 *Michigan* by Rand, McNally

B-9 1892 from *Souvenir of the T AA & NM*

Additional Maps

Appendix C

Nineteenth Century Pictures of Meredith, Michigan

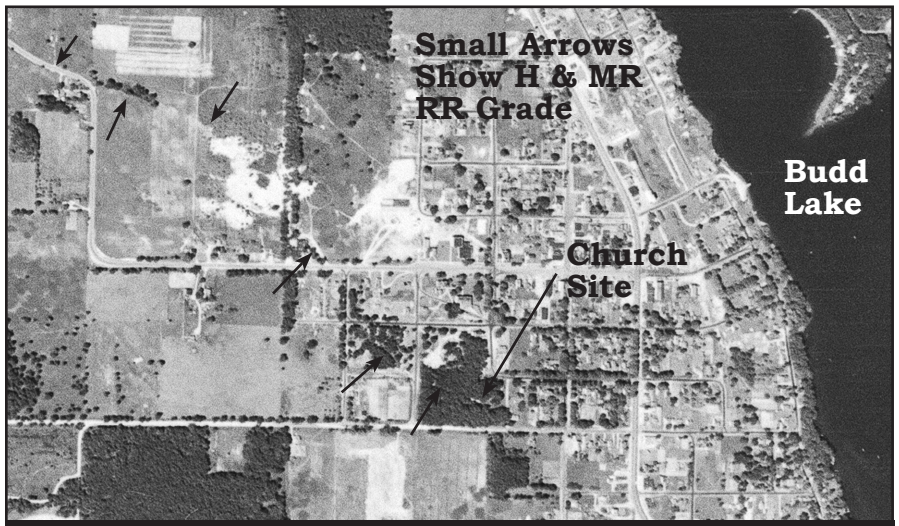
C-1 Undated - Flint & Pere Marquette Railroad Depot at Meredith on Right Side of Photograph

These two images of Meredith are from the collection of Kathy Endert and are courtesy of the Gladwin County Genealogical Society. In Figure C-1, the Flint & Pere Marquette depot is visible on the right. A sign on the left corner of that structure announces that the building is the location of an American Express telegraph office. Figure C-2 contains a two-stall engine house on the right. A freight house appears immediately to the left of center of the photograph, while the front of what was probably a hotel occupies the left edge of the image.

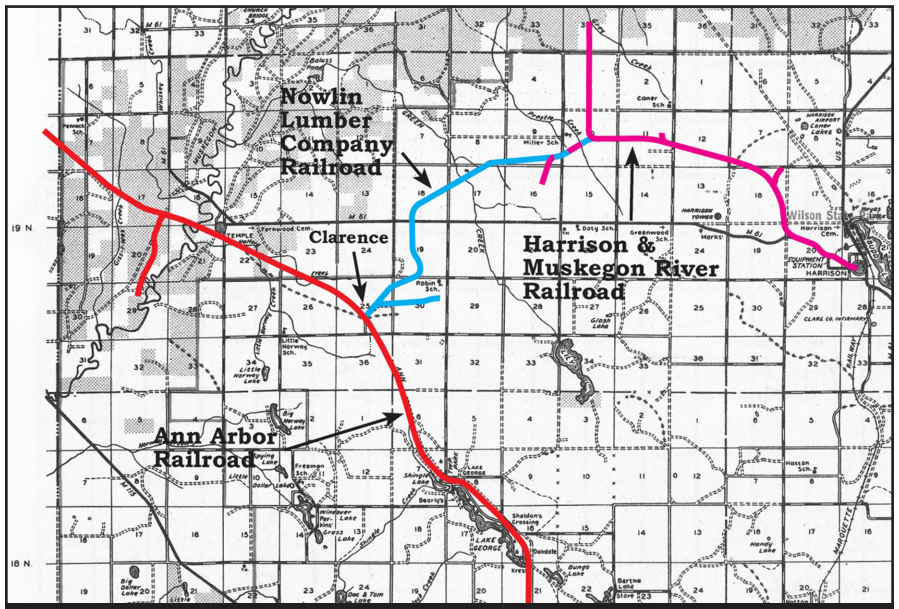
C-2 Undated - Several Structures Related to the Railroad at Meredith

Appendix D

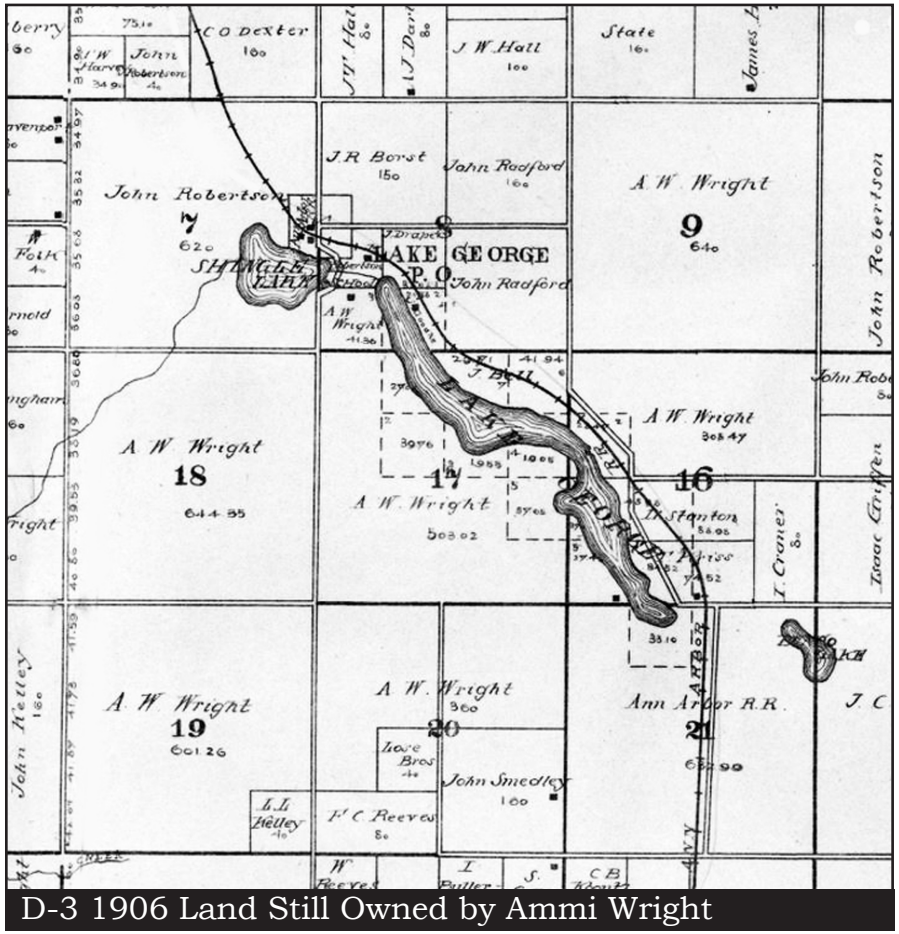
Various Images



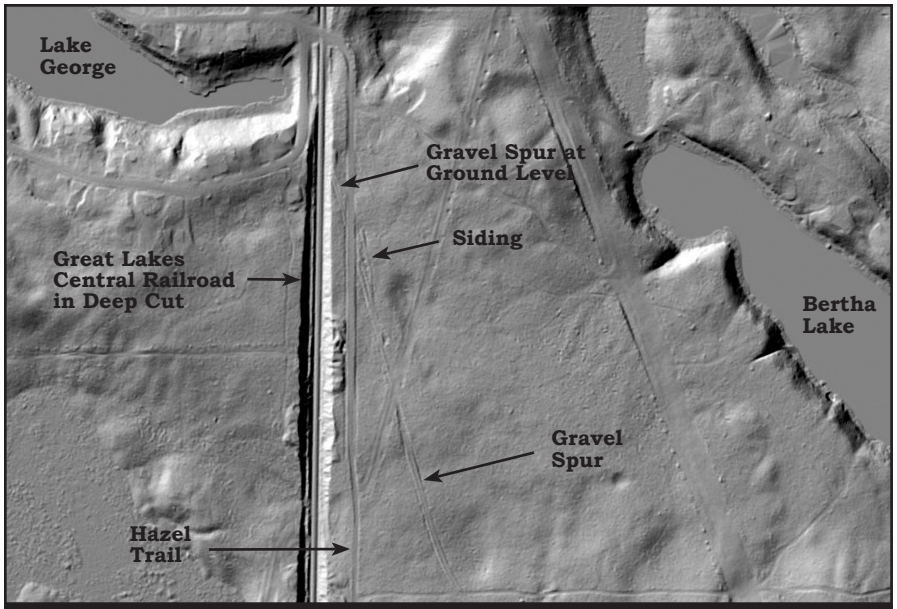
D-1 1953 Future Site of St. Athanasius Church



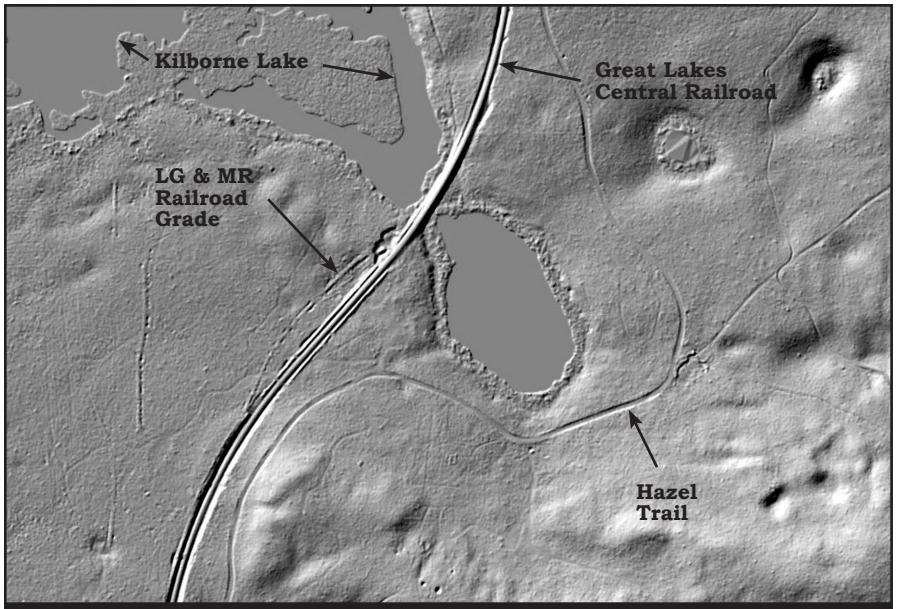
D-2 Rail Link Between Lake George and Harrison



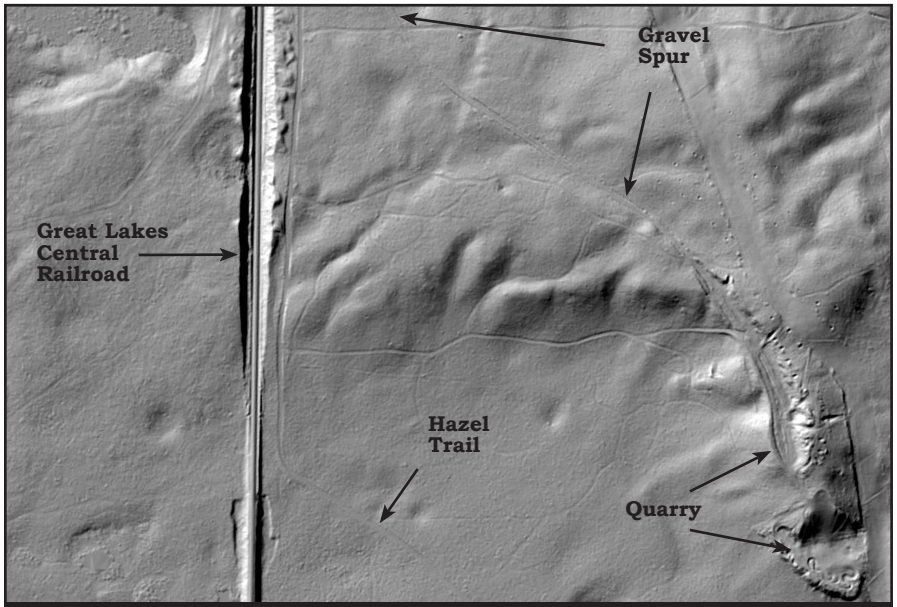
D-3 1906 Land Still Owned by Ammi Wright



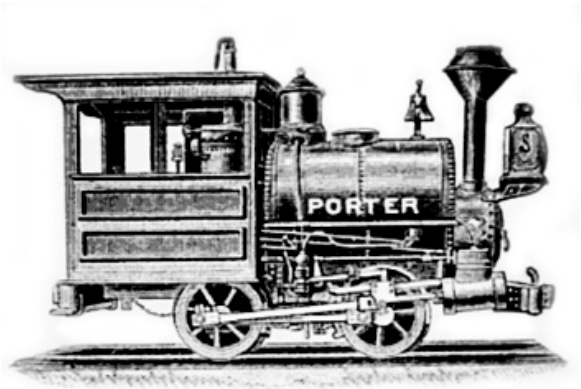
D-4 A North End of Gravel Spur South of Lake George



D-5 Remnant of LG & MR Railroad Near Kilborne Lake



D-4 B South End of Gravel Spur South of Lake George



Appendix E
Remaining Questions

Since the original version of this book appeared in 2014, several of the questions posed then have been addressed and many, resolved. Undoubtedly, the biggest one was whether a right-of-way ever existed which directly linked the Lake George & Muskeon River Railroad with Harrison. Certain historical facts make this a legitimate question. First, the circa 1880 map presented in Figure 2-6, on page 22, suggests that at that time, the LG & MR planned to extend its Lilly Lake Branch to Harrison. Second, at different times, two separate places along the LG & MR mainline were known as "Budd Lake Junction." One was at Stimsonville (later called Clarence) and the other, immediately southeast of downtown Lake George, at the place where the branch to Bailey's originated. See Figure 2-2 on page 19, "5.17 (mile) Budd Lake Junction - Lilly Lake - 1879 - Extension," and footnote "k."

Nonetheless, exhaustive examination of LiDAR images of the area between the east side of Lilly Lake and Harrison reveals no feature compatible with a railroad grade. Also, a recent search of this area carried out by Andy Coulson, a local historian, disclosed no evidense of such a right-of-way on the ground. While this is by no means conclusive, it now seems unlikely that a direct rail line ever operated between the LG & MR (and Lake George, in particular) and Harrison.

Fortunately, any question regarding the pathway occupied by the 3.63-mile extension of the LG & MR, between Lake George and Bertha Lake, has now been resolved. The erroneous position of that right-of-way, as it appears in the 2014 version of this book, has been corrected.

However, the correction described in the preceding paragraph makes necessary the discussion of a significant remaining question. The *Seventh Annual Report of the Commissioner of Railroads of the State of Michigan Ending December 31, 1878* reports that in May 1878, the LG & MR constructed a 150-foot truss bridge in Section 15 and a 550-foot bridge in Section 21, both in Township 18 North, Range 5 West. While the bridge in Section 21 is compatible with a location along the northeast shore of Bungo Lake, LiDAR imagery reveals no likely location for the 150-foot bridge in Section 15.

Reexamination of data relating to the railroads at Meredith, especially LiDAR images, resulted in redrawing the map presented in Figure 1-5, on page 5. The new configuration for the Houghton Lake & Barker City Railroad is entirely compatible with previously reported information as well as newly obtained information.

Figures 1-6, 2-45, 3-1, and Appendix B-4 show an extension of a branch line of the S & CC which originated at Hatton and served the village of Dodge. Some sources imply that this right-of-way connected with the Meredith Branch at Frost and was alternately called the Houghton Lake Branch. Subsequent research does not confirm that such a continuous link ever existed between Hatton and Frost; there is no sign of it on modern LiDAR imaging.

I hope the *Second Edition* of this book will continue to provoke questions from readers. Please contact me at hannum.james@comcast.net to begin a discussion.

Bibliography

A Biographical History, with Portraits, of Prominent Men of the Great West. Chicago: Manhattan Publishing Company, 1894.

Annual Report of the Commissioner of Railroads of the State of Michigan. Lansing, Michigan: W. S. George & Company, Editions of 1876, 1877, 1878, 1879, 1880, 1881, 1883, 1884, and 1896.

Blodgett Family Papers, Oversize Volume 27 (Land Books, 1880s), Bentley Historical Library, University of Michigan, Ann Arbor, Michigan.

Carey, Daniel. "Michigan's Foremost Unique Logger." *Michigan History*, Lansing, Michigan: Michigan Historical Society, September, 1960.

Hardesty, H. H. *Map of Michigan*. New York: H. H. Hardesty and Company; from Hardesty's Historical and Geographical Encyclopedia, 1885.

History of Bay County, Michigan with Illustrations and Biographical Sketches of Some of Its Prominent Men and Pioneers. Chicago: H. R. Page & Company, 1883.

Keenan, Hudson. "America's First Successful Logging Railroad." *Michigan History*. Lansing, Michigan: Michigan Historical Society, September, 1960.

Littlefield, Hazel G. Farwell – The First Fifty Years. Farwell, Michigan: Farwell Publishing Company, 1972.

Maybee, Rolland Harper. Michigan's White Pine Era. Lansing, Michigan, Michigan Historical Commission, 1960.

Meek, Forrest B. and Carl J. Bajema. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography. Clare, Michigan: Sponsored by the White Pine Historical Society, 1991.

Meek, Forrest B. Michigan's Timber Battleground, A History of Clare County 1674-1900. Clare County, Michigan: Published in conjunction with the Clare County Historical Committee, 1976.

Meints, Graydon M. Michigan Railroad Lines: Volumes 1 and 2. Lansing, Michigan: Michigan State University Press, 2005.

Meints, Graydon M. Michigan Railroads and Railroad Companies. Lansing, Michigan: Michigan State University Press, 1992.

Michigan Railroad Commission. Aids, Gifts, Grants and Donations to Railroads Including Outline of Development and Succession in Titles to Railroads in Michigan. Lansing, Michigan: Wynkoop, Hallenbeck, Crawford Company, 1919.

Poor, Henry Varnum. Poor's Manual of Railroads. New York, New York: American Bank Note Company, Editions of 1878, 1880, 1881, 1882, 1884, 1885, 1888, and 1889.

Poor's Railroad Manual Company. Poor's Directory of Railway Officials. New York: Burr Printing House, 1887.

Rand, McNally & Co.'s Indexed County and Township Pocket Map and Shipper's Guide of Michigan. Chicago: Rand, McNally & Company, 1885.

Rector, William G. "Railroad Logging in the Lake States." *Michigan History*, Lansing, Michigan: Michigan Historical Society, December, 1952.

Report of the Flint & Pere Marquette Railroad Company, Embracing Traffic Reports of the Road. East Saginaw, Michigan: Flint & Pere Marquette Railroad Company, 1884-1892.

Soil Survey of Clare County, Michigan (primarily aerial photographs). Prepared by Soil Conservation Service, United States Department of Agriculture, in cooperation with the Michigan Agricultural Experiment Station, 1977.

Twelfth Annual Review of the Lumber and Shingle Product of the Northwest. Chicago: W. B. Judson, 1885.

Walling, Henry Francis. Takabury's Atlas of the State of Michigan: Including Statistics and Descriptions of its Topography, Hydrography, Climate, Natural and Civil History, Railway and Steam Boat History, Educational Institutions, Material Resources, etc. Detroit, Michigan: George N. Takabury, 1884.

Indices

People

Akeley, Healy Caty 27, 48, 55, 80
Allen, Jesse 29
Allen, Merlin (Roy) 27, 29
Ashley, James Mitchell 52, 55, 62, 64, 69, 79, 80, 81
Austin 81
Bailey, Alexander 39
Beecher, Eugene F. 76
Beluss, Cornelius 81
Blodgett Family 4, 32, 33, 50, 51, 73
Brewer, Addison 79
Burger, Henry ..... iii, 64, 66
Campbell, Allen 81
Carey, Daniel 50
Clark, George 76
Clark, Mary L. 76
Coulson, Andy iii
Dorr, T. E. 8, 78
Estabrook, John 73, 81
Field, Charles B. 6, 55, 79, 80, 81
Fuller, George Hinman (Colonel) 72, 78, 79
Gallup, George 80
Gebhart, William 73, 81
Gerrish, Winfield Scott ..... i, 16, 17, 21, 24, 29, 30, 56, 76, 79
Hackley, Charles H. 24, 26, 48, 77, 81
Hackley, Porter 24, 77
Hannum, Carol Bateman ii
Harvey, Turlington Walker 30, 76, 78, 81
Hazelton, Edmund H. 18, 79
Howard, Lowell iii
Howard, Marvin ..... iii, 36, 64, 66
Howard, Terry iii
Hoyt, Jesse 8, 78
Hubbel, Fred 74
Hume, Thomas 24, 48, 77
Littlefield, Hazel G. 74
Littlefield, Josiah L. 30, 74, 78
Mabie, Isaac 76
Maybee, Rolland 21
McAlister, Tim 66
McGordon, James 48
Meints, Graydon “Don” iii
Miller 30
Miller, W. J. 24
Pfannes 30
Potter, H. C. (Doctor) 6, 80
Randall, Herbert 74
Rector, William G. 16
Riggs, Henry E. ..... i, 61, 62
Ringelberg, Jon H. ..... iii, 26
Seeley, William 81
Stafford, Mr. 20
Stebbins, Henry S. 7
Stevens, H. V. (Collection) 66
Stimson, Thomas D. 21, 73
Vanderbrink, Al ..... iii, 14, 32, 35
Vanderbrink, Gail ..... iii, 14, 17, 32
VandeVusse, Bob iii
Warren (Estate) 72
Williams, David 29
Wilson, Matthew 76
Woods, John L. 18, 23, 24, 25, 41, 64, 77, 79
Wright, Ammi 30, 78

Places

Achill, Michigan (Roscommon County) 84
Arnold Lake, Michigan 83, 84, 85
Arthur Road 39
Atwood’s Siding 48, 84, 85
Bailey’s Station (Camp) ..... Front End Papers, 7
15, 18, 21, 25, 26, 27, 29, 38, 39, 40, 41, 42, 48, 54, 77, 79, 83, 84
Barker City, Michigan (Roscommon County) 83
Bay County, Michigan 16, 69
Bellville, Michigan (Roscommon County) 84
Bergen County, New Jersey 76
Bertha Lake (Muck Lake) 18, 30, 31, 44, 46
Bringold Avenue (Lake George) 38, 64, 82
Broad Street, South (Harrison) 29
Brooklyn, New York 76
Budd Lake 21, 75
Budd Lake Junction
First 15, 19, 21, 23, 27, 76, 77, 78

Budd Lake Junction
Second 15, 19, 27, 38, 75, 78
Bungo Station 50, 56, 57, 58, 64
Bungo Lake 18, 23, 30, 31, 32, 33, 45, 46, 58
Bungo Road 61
Bungo Trail 46
Cadillac, Michigan 50, 52, 54, 79
Campbell City (Temple), Michigan 56, 85
Cedar Road (Lake George) 44
Charlevoix, Michigan 52, 54
Clare, Michigan 1, 2, 14, 62, 75, 80
Clarence, Michigan 21, 36, 69, 70, 73, 74, 76, 81, 85
Cleveland, Ohio 18
Cook Road 35, 36
Crooked Lake 8
Denver, Colorado 73
Devon Drive (Lake George) 44, 45
Dodge Lake 6
Dodge, Michigan 1, 4, 5, 8, 11, 12, 14, 81, 82, 85
Duke's Trail 40, 41
East Orange, New Jersey 76
Evart, Michigan 16, 17
Eyke, Michigan 85
Farwell, Michigan ..... i, 1, 2, 8, 17, 27, 62, 72, 74
Field Junction, Michigan (Roscommon County) 84
Five Lakes Creek 74
Frankfort, Michigan 52, 61, 62
Franklin Township 4, 5, 8, 30, 50, 78
Freeman Township 78
Frost Station 4, 7, 50, 81, 84, 85
Frost Township 6, 50, 51, 78
Gladwin County 5, 6
Glencoe, Michigan 16
Grant Avenue 74
Grant Station 25, 26, 79
Grant Township 59, 63
Greens, Michigan 21, 84
Gut Lake 74
Hackley's Siding 48, 49, 50
Halford Creek 32
Hamilton Township 5
Harding Avenue 39, 40, 41
Harrison Avenue 43
Harrison High School 13, 14
Harrison Junction 6, 55, 80, 84
Harrison, Michigan 2, 3, 4, 6, 7
21, 22, 26, 27, 28, 29, 39, 41, 42, 43, 48, 55, 69, 75, 78, 80, 81, 82
Hatton, Michigan 2, 3, 6, 7, 82, 84, 85
Hazel Trail 46, 47, 72
Hersey, Michigan 79
Higgin's Junction, Michigan (Gladwin County) 84
Hinkle's Mill 2, 6, 75
Houghton Lake 6, 55, 78, 79
Ionia-Houghton Lake Road 72
Jackson Avenue 39, 40
Jefferson Road 46, 47
Jonesville, Michigan (Upton) 50, 73, 78
Knowle's Station, Michigan 85
Lake George (the lake) 20, 58, 61, 62
Lake George Avenue (Lake George) 38, 64, 66, 82
Lake George, Michigan ..... i, 2, 17, 19, 21, 23, 25, 26, 29, 30, 36
38, 39, 41, 43, 44, 48, 54, 55, 57, 62, 63, 64, 66, 75, 76, 78, 80, 82
Lake George Station
1st 25, 64, 65, 79
2nd 65, 66
3rd 65, 66, 67
Lake Station 1, 2, 8, 75, 78, 79
Larch Road 43
Leadville, Colorado 18
Leota, Michigan 81, 82
Levington Siding 48, 84, 85
Lilly Lake 21, 23, 24, 27, 41, 42, 54, 76, 78
Lilly Lake Road 36, 37
Lincoln Street, South (Lake George) 68
Lincoln Township 6, 18, 30, 78
Ludington, Michigan 75
Maine 72
Mann's Siding 48, 84
Marion, Michigan 52, 54, 85
Mark, Michigan 50, 56, 84
McKay Airport 11
Meredith, Michigan 1, 2, 4, 5, 6, 7, 55, 79, 81, 84, 86, 87
Minneapolis, Minnesota 48
Missaukee County 73
Monroe Road 39, 40, 41
Moore's Siding 48, 84, 85
Mosteller Creek 12, 14
Mosteller Road 14

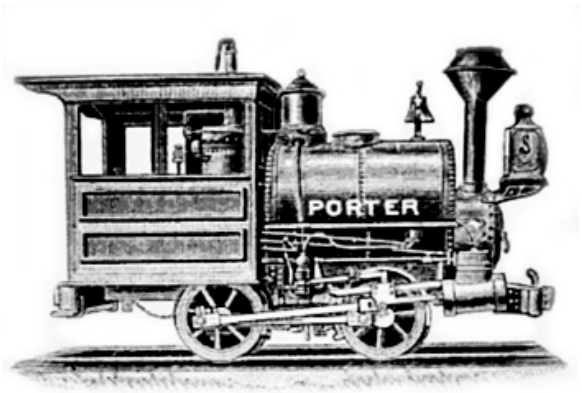
Indices

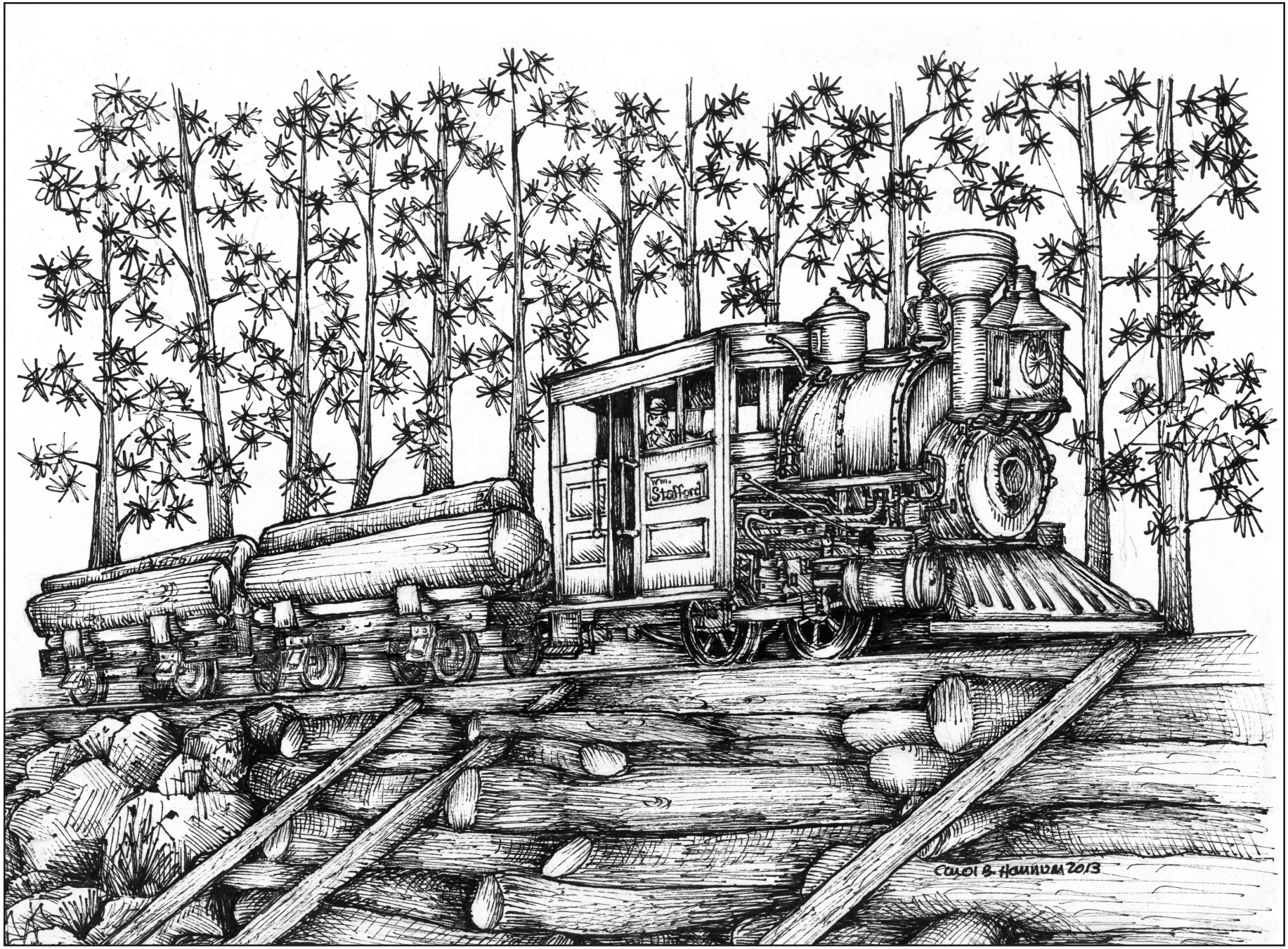
Mt. Pleasant, Michigan 52, 54, 79
Muck Lake (Bertha Lake) 77
Muller's Field (Harrison) 29
Muskegon, Michigan 6, 25, 27, 30, 48, 73, 77
Muskegon River ..... i, 2
17, 18, 26, 30, 35, 48, 50, 55, 60, 69, 72, 73, 75, 76, 77, 78, 80
Myers Junction, Michigan (Roscommon County) 84
Nestor, Michigan (Roscommon County) 84
Norway Lake 72
Oak Street 45, 46
Old Durham Place (Harrison) 29
Old State Avenue 42
Park Lake, Michigan 61, 85
Park Street, West (Lake George) 37, 38
Pennocks Station 53, 68, 85
Pere Marquette Rail-Trail 14
Phelps, Michigan 57, 64, 80
Pinconning, Michigan 16
Pinconning Township 16
Plum Street (Lake George) 43
Redding Township 32, 33, 39, 69
Rice's Siding 84
Rogers Avenue North 11
Roscommon County 5, 6, 78
Ross's 69
Saginaw Bay 16
Saginaw, Michigan 6, 73
Shingle Lake 37, 38
Smiths, Michigan 7, 21, 83
Spruce Street (Harrison) 29
Stafford Station ... 7, 15, 20, 21, 23, 25, 26, 36, 75, 76, 77, 78, 79, 83
State Road, Old 17
Stimsonville, Michigan 21, 26, 36, 41, 76, 77
Sugar River, Michigan (Gladwin County) 84
Summerfield Station 84
Summerfield Township 50, 73
Summit, Michigan 81
Surrey Township 18, 58, 59, 62, 63
Temple, Michigan 26, 32, 34, 57, 68, 69, 79, 81, 85
Tobacco River 2, 74
Townline Lake Road East 11
Upton, Michigan (Jonesville) 50, 84
Wade, Michigan 50, 56
Washington State iii
Webber, Michigan 8, 50, 56
Winterfield Station 25, 26, 27, 79
Winterfield Township 39, 57, 61
Woods Lake, Michigan (Gladwin County) 84
Young's Lake, Michigan (Gladwin County) 84
Ypsilanti, Michigan 73

Railroads and Other Organizations

Akeley, H. C. Lumber Company 48
Alger, R. A. & Company 16
American Express Company 25, 64, 79, 86, 87
Ann Arbor Railroad (AAR) .....
..... i, ii, iii, 18, 34, 36, 38, 52, 53, 64, 66, 68, 69, 71, 72, 79, 80
Ice Loading Spur (Lake George) 67, 68
Ross Mill Spur 53, 68, 69
Archives of Michigan 20, 58
Ashcraft's Market (Harrison) 29
Auditor General of Michigan 26, 30, 56, 78
Bentley Historical Library ..... iii, 4, 50
Clare County Historical Museum 21, 29
Cummer, Diggins & Company (Cadillac) 50
Commissioner of Railroads of the State of Michigan .....
..... ii, 25, 75, 76, 77, 78
Flint & Pere Marquette Railroad (F & PM) ..... ii, iii
1, 2, 4, 6, 7, 8, 14, 27, 55, 71, 72, 73, 74, 75, 78, 79, 80, 81, 86, 87
Dorr Spur 1, 8, 78
East Branch (post-1888) 4, 6, 81, 82
Harrison Branch 2, 63, 80
Harrison Division (post-1888) 4, 81, 82
Houghton Lake Branch 80
Hoyt North Branch 1, 8, 9, 10, 11, 78, 79, 82
Hoyt South Branch 1, 8, 11, 79, 82
Land Department 21, 22, 76
Leota Branch 1, 6, 69, 70, 71, 81, 82
Maloney & Barnard Branch 1, 8, 11, 79, 82
Meredith Branch (post-1890) 3
Fuller, George Logging Railroad 73
Gebhart & Estabrook 53, 71, 73, 81
Gladwin County Genealogical Society 87
Glencoe, Pinconning & Lake Shore Railroad 16
Great Lakes Central Railroad .. 8, 32, 36, 38, 44, 47, 61, 64, 69, 72
Hackley & Hume 27, 48, 79
Hackley & McGordon 48
Hackley, C. H. & Co. .. 23, 24, 25, 27, 30, 41, 48, 50, 64, 78, 79, 80

Harrison & Muskegon River Railroad (H & MR) .....
..... iii, 1, 6, 27, 53, 54, 55, 56, 69, 71, 74, 80, 81
Holland & Company 3
Houghton Lake & Barker City Railroad (HL & BC) .....
..... iii, 5, 6, 7, 55, 78, 79
Howard Grocery (Lake George) 67
Hubbel Logging Railroad 71
Jackson, Lansing & Saginaw Railroad 16
Lake George & Muskegon River Railroad (LG & MR) .....
..... i, ii, iii, 2, 15, 18, 19, 21, 22
23, 24, 25, 26, 27, 29, 32, 34, 36, 38, 39, 41, 43, 44, 46, 48, 50, 53
54, 55, 56, 57, 58, 63, 64, 65, 68, 72, 75, 76, 77, 78, 79, 80, 81, 82
Budd Lake Branch 23, 24, 25, 27, 30, 77
Camp #3 (T. D. Stimson's at Stimsonville) 41, 76
Camp on Shingle Lake (near Lake George) 38
East Branch 20
East Branch (31 December 1880) 23, 77
Lilly Lake Branch 15, 16, 19, 36, 48, 77, 78
Log Banking Grounds (Log Dump) 32, 35, 36
Wagon Road (Gerrish Supply Road) 15, 31, 33, 39, 43, 44
West Branch 20, 21
Lake George Spur (Harrison) 29
Littlefield Railroad 71
Long Lake & Muskegon River Railroad (LL & MR) .....
..... iii, 4, 25, 27, 48, 49, 50, 78
Log Dump 49
Michigan Department of Conservation ii
Microsoft Research Maps 8
Miller and Pfannes 30
Mitchell & McClure 4
Norris & Uhle 71, 72
Nowlin Lumber Company 71, 73, 74, 81
Pere Marquette Railroad 11, 29, 82
Pinconning & Kaiserville Railroad 16
Pinconning Railroad 16
Reardon Brothers (Meredith) 86
Remington Railroad 1
Roscommon Lumber Company 6, 7, 55, 78, 79, 80, 81
Ross Manufacturing Company 69
Saginaw & Clare County Railroad (S & CC) ..... ii, iii, 1, 2, 3, 5, 7
8, 11, 12, 13, 21, 22, 27, 43, 49, 55, 56, 58, 71, 72, 75, 76, 77, 81
Budd Lake Branch (S & CC) 76
East Branch 1, 3, 6, 7, 56
Greenwood Branch 6
Harrison Branch 3, 6, 7, 56
Harrison Division 3
Houghton Lake Branch ..... ii, 1, 6, 7, 8, 50
Larkin Spur 1
Meredith Branch ..... ii, 1, 2, 4, 6, 7, 8, 48, 50, 78
West Branch 6
Whitney & Remick Branch 6
Saginaw Bay & Northwestern Railroad 16, 24
St. Athanasius Catholic Church (Harrison) 29
Stimson, T. D. Logging Railroad 71, 73
Stockings' Funeral Home (Harrison) 29
Supreme Court of Michigan 26
Thayer Lumber Company 25, 77
Toledo & Cadillac Railroad 79
Toledo, Ann Arbor & Cadillac Railway (TAA & C) .....
..... iii, 3, 30, 52, 54, 55, 56, 58, 61, 63, 64, 69, 79, 80, 81
Toledo, Ann Arbor & Grand Trunk Railway 21, 52
Toledo, Ann Arbor & North Michigan Railway (TAA & NM) .....
..... ii, iii, 17, 29
34, 38, 52, 53, 55, 56, 57, 63, 64, 65, 68, 69, 72, 79, 80, 81, 82, 85
Toledo, Ann Arbor & Northern Michigan Railroad 6, 36, 80
Toledo, Ann Arbor & Northern Railroad 6, 55, 80
Wells, Stone & Company Railroad 5, 6, 55, 79





Lake George & Muskegon River Railroad Engine, the *Wm. Stafford*, Crossing Cribwork Near Lilly Lake